

DELEGATED

AGENDA NO

PLANNING COMMITTEE

17 October 2018

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

17/0389/OUT

Hollybush Farm, Thornaby Road, Thornaby

Outline application with some matters reserved for the erection of a 66no. bed hotel and banqueting building with associated means of access

SUMMARY

The application site is an area of land which lies to the west and south of the existing petrol filling station on Thornaby Road. To the north of the site is Bassleton Woods. To the west is an area of woodland, open space and then the estate of Ingleby Barwick. To the south of the site are No 1 and 2 Hollybush Cottages.

The application site has a long and varied history with planning permission for various types of development being sought over the years. Planning permission has been granted for the redevelopment of the site for a replacement bungalow and development of land as market garden with associated structures was granted (ref; 94/1922/P). Following the implementation of the development, a further application to vary the permission under section 73 of the Town and Country Planning Act 1990 was submitted (09/2760/VARY). This sought to re-position the dwelling due to the presence of a high-pressure water main adjacent to the previously approved bungalow.

Outline planning approval is now sought for a hotel and banqueting facility with only the approval of the principle of development and means of access being sought at this stage. The proposal has been revised since its original submission and now seeks provision for a 66no. bed hotel and banqueting building (100 covers). Indicative details have been provided with the latest drawings showing a two storey hotel building and the application has been assessed on that basis.

A total of 47 objection and 23 support letters have been received to the proposed development, these are set out in summary within the main body of the report below.

In view of the considerations within the report below, the site is covered by what was the green wedge under the Local Plan, it is within the 'green finger' as defined by CS10 of the Core Strategy on the strategic diagram and is within the green wedge under the emerging Local Plan (policy SD5i) which following the examination in public can be attributed weight.

In considering the associated impacts, the proposed development in its indicative form would sit across much of the site and would have a separation distance of approximately 150m from building to building and approximately 50-60 metres between property boundaries (which includes a steep wooded valley). The openness of the landscape is an important feature of the green wedge designation and such changes are considered harmful to the character and nature of the green wedge, which is to prevent coalescence of settlements. Although the extant permission for the market garden centre and dwelling is noted, the hotel proposal is of a different scale and nature and therefore the two situations are not directly comparable in terms of their impact.

The Highways, Transport and Design Manager has considered the implications of the development on the highway and the proposed access arrangements through the petrol filling station. The

turning movements associated with the proposed development would result in a significant increase in right turning movements and whilst there have been no recorded accidents within the last 5 years there have been two recorded accidents, both of which occurred in 2012, and involved vehicles entering / exiting the petrol filling station. It is considered that the accident history at this location demonstrates that there is a risk of accidents involving right turning movements and the proposal is deemed to result in the intensification of the access / egress for the petrol filling station, resulting in significant highway safety concerns.

RECOMMENDATION

That planning application 17/0389/OUT be refused subject to the reasons set out below;

Green wedge

- 01. In the opinion of the Local Planning Authority, the proposed development would introduce built form into the green wedge which would not only detract from its open character but also undermine its purpose which is to prevent the coalescence of settlements, contrary to Policy CS10(3) of the Core Strategy and policy SD5(i) of the emerging Local Plan.**

Highways

- 02. In the opinion of the Local Planning Authority the proposed development would result in the intensification of an access and significantly increase right turn movements in an area where numerous accidents have occurred as a result of right turning traffic crossing two lanes of traffic, to the detriment of highway safety and free flow of traffic, contrary to policy CS2 of the adopted Core Strategy, policy T11(12) of the emerging Local Plan and paragraphs 108 and 109 of the NPPF.**

BACKGROUND

1. The application site has a long and varied history with planning permission for various types of development being sought over the years. With those applications detailed below being either withdrawn or refused. Provision of 2no industrial units and a dwelling (ref; 92/1541/P); a Nursing home (ref; 93/2199/P); Fast food restaurant (ref; 00/1787/P); and, erection of dwelling (refs; 92/1311/P; 92/2035/P and 92/2313/P).
2. Planning permission was then granted for the redevelopment of the site for a replacement bungalow and development of land as market garden with associated structures was granted (ref; 94/1922/P) with a revised scheme also being granted planning permission in 2000 (ref; 00/0008/P).
3. A further planning application for the replacement bungalow and development of land as a market garden with associated structures was approved in 2004. A further application in 2009 (ref; 09/0132/VARY) was refused due to the impact on the green wedge and concerns over the safety of the access and egress from and to Thornaby Road. As a result of that decision work commenced on site, prior to the expiry date of the 2004 consent, thereby making it extant.
4. Following the implementation of the 2004 consent, a further application to vary the permission under section 73 of the Town and Country Planning Act 1990 was submitted (09/2760/VARY). This sought to re-position the dwelling due to the presence of a high-pressure water main adjacent to the previously approved bungalow.
5. A further revised application (10/2146/VARY) to vary the approved plans by changing its appearance and increase the overall scale and size of the property was refused on the basis that the dwelling would have been beyond the approved functional requirements of the attached market garden and that the scheme would have intensified the access where numerous accidents have occurred.
6. A final application (ref; 11/0554/VARY) to vary the approved plans of the 2004 application was then allowed subject to conditions.

SITE AND SURROUNDINGS

7. The application site is an area of land which lies to the west and south of the existing petrol filling station on Thornaby Road. To the north of the site is Bassleton Woods. To the west is an area of woodland, open space and then the estate of Ingleby Barwick. To the south of the site are No 1 and 2 Hollybush Cottages.
8. Access to the site is from Thornaby Road, through the existing petrol filling station to the parking areas for the proposal.

PROPOSAL

9. Outline planning approval is sought for a hotel and banqueting facility with only the approval of the principle of development and means of access being sought at this stage.
10. The proposal has been revised since its original submission and now seeks provision for a 66no. bed hotel and banqueting building (100 covers). Indicative details have been provided to show how such a development could be accommodated on the site and to demonstrate the overall scale of the buildings. The latest drawings show a two storey hotel building and the application has been assessed on this basis.

CONSULTATIONS

11. The following Consultations were notified and any comments received are set out below (in summary):-

Councillor Kevin Faulks – I strongly object to any loss of the green wedge / open space
This green space is a barrier between Ingleby Barwick and Thornaby.

I cannot see how SBC Highway department could support this application on the grounds of increased traffic and the difficulty of getting in and out of the site

The loss of any wildlife

I have supported residents objections in the past with various applications for this site including Mr Twisters and was very grateful for the hard work they did and locating the high pressure gas main. Even though some work has now been done a strong smell of gas still occurs.

Hotels should be first considered in Stockton, Billingham and Yarm and certainly not on a piece of green wedge open green space on the edge of a private estate.

Due to my first objection not been received online I have kept this one a little shorter. It's a pity the TOTAL PLANNING SOLUTIONS (UK) LTD did not do the same having read the full document which over half talks more about other parts of the borough. Also underlining and MAKING WORDS BOLD does nothing to persuade me or my fellow residents that this application should be accepted. If it does make it to planning committee I will be attending and making my objections clear.

Ingleby Barwick Town Council – Object to the development for the following reasons;

- Development within the Green Wedge - intrusion into the designated green wedge which maintains the separation between the communities of Ingleby Barwick and Thornaby.
- Scale of the Development - would have a detrimental impact on the open character of this area and have a serious adverse effect on the privacy of the nearby properties
- Protection of Wildlife – area is a valuable natural habitat for wildlife such as foxes, deer, badgers, etc

- Access and Egress - road safety given that access and egress from the development would be via the petrol station which is considered unsuitable and it will exacerbate the existing traffic hazard at the petrol station exit.
- Traffic Congestion on Thornaby Road – cause congestion on a part of Thornaby Road which has only recently seen improvements to ease congestion
- Noise and Light Pollution - It increase the level and duration of noise nuisance as well as increasing light pollution, both of which will have a negative impact on nearby residents

Thornaby Town Council – As a matter of principle, remains committed to a policy of protecting and preserving green wedge and Thornaby's parks, woods and green lungs for current and future generations. Express concerns that SBC is not so consistent in respect of similar altruism contained in local plan and core strategy and that departure from policy is now commonplace and continued erosion of green wedges almost inevitable

Highways Transport & Design Manager – The Highways Transport and Design Manager objects to the proposals on:

- Highways grounds due to the intensification of use of the access / egress for the petrol filling station which has a known history of accidents;
- The lack of adequate sustainable connections to the adopted highway;
- Landscape and visual grounds due to the impact of the development on the green wedge and potential coalescence of the urban areas of Ingleby Barwick and Thornaby.

Notwithstanding the above the following comments are provided in relation to the proposed application (appendix 8).

Environmental Health Unit – no objection in principle to the development, subject to the imposition of conditions covering the below:

- Construction/ Demolition Noise
- Protection of Noise disturbance for adjacent residential premises
- Noise disturbance from New Plant
- Noise disturbance from vehicles servicing the premises
- Management Plan to control patrons in external areas
- Light Intrusion
- Drainage - grease trap
- Use of Beer Garden/ Smoking Area after 23:00
- Odour nuisance
- Waste Collection
- Dust Emissions
- Treatment of Invasive Plants

Principal Environment Officer – The revised Design & Access statement has confirmed 10% renewable or energy efficiency reductions to be secured through condition. The full application will be required to provide an energy statement outlining how the 10% emissions reduction will be achieved. In addition Core Strategy Policy CS3 set the requirement for BREAM 'excellent' and this will need to be conditioned.

Northumbrian Water Limited – Having assessed the proposed development, have no issues to raise provided the application is approved and carried out within strict accordance with the submitted document entitled "Flood Risk Assessment". 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 document entitled "Flood Risk Assessment" dated "December 2016". The drainage

scheme shall ensure that foul flows discharge to the foul sewer at manhole 5802 and ensure that surface water discharges to the existing watercourse.

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

Northern Gas Networks –We object to the planning application on the grounds that the protection given to our plant may be diminished by the works you intend to carry out.

There are specific building proximity distances for individual pipelines, which are dependent on pre-defined risk levels and the type of development. If your proposal includes the construction of buildings, it is essential you contact Peter Gray, pipeline technician for the area in question on 07870 381536.

Health and Safety Executive – Do not advise against, consequently HSE does not advise, on safety grounds, against the granting of planning permission in this case.

Cleveland Police – request to be consulted to ensure crime prevention and customer safety taken into consideration where appropriate.

Middlesbrough Borough Council – There is a large catchment area associated with the proposed hotel and banqueting facilities. Having assessed the information submitted with the application we do not believe that the sequential test and impact assessment adequately assesses the impact of the development on Middlesbrough Town Centre, particularly in relation to the banqueting facilities proposed.

A Hotel with banqueting facilities isn't a local/neighbourhood provision it is a town centre scale development. As a result we would have concerns if the application is approved without the applicant revisiting the sequential test and impact assessment and carrying out a satisfactory assessment in relation to the impact on Middlesbrough Town Centre.

PUBLICITY

12. Neighbours were notified and a total of 47 objection and 23 support comments have been received. These are set out below (in summary):-

Comments in Objection

- No need for further hotel accommodation
- Reduce the green wedge and result in coalescence of settlements
- In conflict with several aspects of planning policy, not limited to but including ENV 27 and EN 39 pertaining to the introduction of a large number of persons in close proximity to a major hazard installation,
- Close proximity to gas pipeline
- Hotel out of keeping with the area
- Will compete with the Council's own hotel development/investment
- Impact on wildlife and ancient woodland
- Increase traffic to an already congested network and implications for highway safety
- The access to the hotel and conference centre is from entrance/exit as the Shell garage and will increase the amount of traffic going into and out of the service station.
- Noise and disturbance from facilities
- Community walkway would be impacted upon and detracted from by an oversized development
- Impact on wildlife and associated corridor - deer, fox, squirrels, badgers, hedgehogs, frogs, pheasants, owl and other wild birds.
- Impact of light intrusion
- Impact of cooking fumes

- Pollution from cars and associated traffic and impacts on air quality
- Loss of open views from properties in Lowfields
- Increased risk of anti-social behaviour and crime
- Devaluation of property prices
- Golden Eagle is an eyesore and should be redeveloped instead.
- Trade has declined due to decline in local economy and will impact on existing small businesses
- Market does not need further accommodation for tourism
- The Anson Farm proposed Pub/Hotel why not build it adjacent to the pub?

Objectors:

1. Mrs Christine Marley - 35 Hollybush Avenue Ingleby Barwick
2. Mr Chris Burnett - 8 Hidcote Gardens Ingleby Barwick
3. Richard Owen - 30 Boar Lane Ingleby Barwick
4. Andrew and Alison McEwen - 7 Roebuck Close Ingleby Barwick
5. Jerome and Susan Bury - 19 Weaver Close Ingleby Barwick
6. Mr and Mrs M Gappy - 19 Thatch Lane Ingleby Barwick
7. Mrs Sandra Tearney - 12 Pembroke Drive Ingleby Barwick
8. Mrs Jacqui Reed - 12 Dovey Court Ingleby Barwick
9. Mr Edward Strike - 7 Claydon Grove Ingleby Barwick
10. Mrs K McCarrick - 2 Barberry Close Ingleby Barwick
11. Norma and Beth Winter - 7 Weaver Close Ingleby Barwick
12. John Randall - 25 Otter Way Ingleby Barwick
13. Barbara Nevison and Ian McDougall - 3 Roebuck Close Thornaby
14. Mrs Zoe Walton - The Old Mill Barwick Lane
15. Mr Allan Mitchell - 67 Church Field Way Ingleby Barwick
16. Mrs Carol Cardwell - 2 Weaver Close Ingleby Barwick
17. Mrs Deirdre Ellis - 10 Weaver Close Ingleby Barwick
18. Mr W V and Mrs T Florentine - 15 Weaver Close Ingleby Barwick
19. Mr G E Dixon - 11 Weaver Close Ingleby Barwick
20. Mrs Marie Bell - 12 Hanbury Close Ingleby Barwick
21. Mr Michael Leech - 4 Weaver Close Ingleby Barwick
22. Mrs Maureen Loughran - 18 Boar Lane Ingleby Barwick
23. Lichfields On Behalf Of UK Land Estates - The St Nicholas Building St Nicholas Street
24. Mr Denis Donovan - 3 Barberry Close Ingleby Barwick
25. Mr Brian Thompson - 43 Thornwood Avenue Ingleby Barwick
26. Mr G Dobey - 11 Barberry Close Ingleby Barwick
27. Sue and Keith Stewart - 5 Barberry Close Ingleby Barwick
28. Mr Kenneth Graham - 12 Weaver Close Ingleby Barwick
29. Mr Stefan Barnes - 17 Rowallane Gardens Ingleby Barwick
30. David, Julia, Robert And Jan Flavell - 1 and 2 Hollybush Farm Cottages Thornaby Road
31. Mrs Pauline Stainthorpe - 14 Beaver Close Ingleby Barwick
32. Mrs Caroline Thomson - 20 Barberry Close Ingleby Barwick
33. Norma and Len Walker - 14 Barberry Close Ingleby Barwick
34. Linda Coupland - 17 Weaver Close Ingleby Barwick
35. Jacqui and Bill March - 5 Beaver Close Ingleby Barwick
36. Mrs G Dixon - 11 Weaver Close Ingleby Barwick
37. J Jones - 9 Weaver Close Ingleby Barwick
38. Peter Wagner - 1 Weaver Close Ingleby Barwick
39. Mrs Erica Clough - 18 Thatch Lane Ingleby Barwick
40. George & Pamela Marshall - 12 Thatch Lane Ingleby Barwick
41. Mr And Mrs Bridle - 5 Weaver Close Ingleby Barwick
42. M Whern 3 Rufford Close Ingleby Barwick
43. M Thompson - 10 Barberry Close Ingleby Barwick
44. Mr and Mrs Donaldson - 6 Weaver Close Ingleby Barwick

45. Mr K Jones - 9 Weaver Close Ingleby Barwick
46. L and Linda Ross - 16 Weaver Close Ingleby Barwick
47. Bill Feldon 1 Barberry Close Ingleby Barwick

Comments in Support

- Thornaby needs a hotel – its location is well suited to Teesside industrial estate for business users
- Perfect location adjacent to the A19
- No impact on local residents
- No impact on green wedge
- Site benefits from an extant permission for use as a garden centre, together with residential accommodation.
- Complimentary to existing petrol station use
- Industrial Estate have a vested interest given longstanding ambition to deliver a hotel on the estate itself, but this ambition has never been realised.
- Privately funded project which will create jobs and bring economic benefits to the Borough
- Will generate additional Business Rates
- Will provide construction jobs
- No financial risk on the residents
- Good tree screening already exists
- Benefits to businesses in industrial estate

Supporters:

1. Mr Richard Kime - 29 Allensway Thornaby
2. Neil Davies - The Old Brewery Castle Eden
3. Mr Arbaaz Mughal - 9 Highfield Close Eaglescliffe
4. Mr Terry Chapman - 162 Davenport Road, Yarm
5. Mr Antony Richardson - 80 - 82 Norton Road Stockton-on-Tees
6. Ms Caroline McGinley - 3 Beechwood Road Eaglescliffe
7. Mr Tariq Mahmood - 137 Mansfield Avenue Thornaby
8. Miss Sarah Hussein - 75 Oxford Road Thornaby
9. A Hussein - 43 Stainforth Gardens Ingleby Barwick
10. Mazhar Sultan - 32 Grange Road Thornaby
11. Jo Lynch 21 - Redcar Road Thornaby
12. Mr A Lester - 38 Stainforth Gardens Ingleby Barwick
13. A Mullan - 5 Condercum Green Ingleby Barwick
14. Mr D Simpson - 65 Chadderton Drive Thornaby
15. Amanjot Singh - Flat 1 31 Havelock Street
16. Miss G Mulgrew - 11 Elgin Road Thornaby
17. Mr and Mrs M Mulgrew - 5 Sherwood Road Thornaby
18. M And B Sadiq - 8 Dunkery Close Ingleby Barwick
19. T Rehman - 4 Park Avenue Thornaby
20. Pedram Salahshouri - Direct Line Supplies Ltd 77 Sadler Forster Way
21. Richard Ritz - John Mofield Limited Unit 98 Sadler Forster Way
22. R Ahmed - 45 Park Avenue Thornaby
23. Anita Jarvis - 33 Chadderton Drive Thornaby

The applicant has also made a number of comments regarding the application which include;

- 30 years ago I invested £80,000.00 of my own money, via a Section 278 Agreement, to have Thornaby Road widened to provide a third lane for vehicles turning right into the Hollybush Petrol Filling Station development which I was promoting at that time (Application ref: S987/88 Application to erect filling Station and Hotel). This road widening has benefitted the residents of Ingleby Barwick and reduced traffic congestion generally on Thornaby Road for the last 30 years.

- Since the Petrol Station at Hollybush was opened, new Petrol Filling Stations have opened on Ingleby Barwick (Tesco) and adjacent to Thornaby Town Centre (ASDA). Consequently the traffic flow into and out of the Hollybush Filling Station is substantially less than when the filling Station was originally built, as is evidenced by the substantially reduced weekly tankerage. There is now less traffic using the Filling Station's entry and egress onto Thornaby Road than at any time in the past.
- In the last 30 years, two new entry/exit points to the Ingleby Barwick development have been constructed, reducing traffic on Thornaby Road. In addition, the Council have recently constructed a new access to the Thornaby Industrial Estate, with roundabout, off the Parkway link and widened the Parkway link between the A19 and Thornaby Road, thus diverting much heavy goods and commercial vehicles away from Thornaby Road.
- The Highways Engineers have stated that an accident on Thornaby Road some 5 years ago (January 2013) has implications for the currently proposed Hollybush development. This accident occurred over 5 years ago and was at the junction of the Parkway link and Thornaby Road. A vehicle on the Parkway failed to stop at the junction and collided with a car on Thornaby Road. This accident had nothing to do with the access/egress to/from the Petrol Filling Station and, as it occurred over 5 years ago, is in any case no longer a relevant event.
- The land at Hollybush is no longer considered by the Council to be Green belt land and I believe has never been officially designated as such during the time of my ownership. Official searches by my Solicitor at the time I purchased the land did not show the land as officially designated Green Belt and this is certainly not the case now.
- The land and proposed development are quite separate from the nearby development at Ingleby Barwick. A small valley and stream, raised ground and a substantial tree belt separate the development site from the Ingleby Barwick development.
- The proposed development will bring much needed investment and Employment to the area as well as construction jobs, all of which will be beneficial to Thornaby and the wider Stockton Borough area. In addition, Stockton Council will benefit directly from the additional commercial rates generated by the proposed development.

PLANNING POLICY

13. 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 January 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

14. The purpose of the planning system is to contribute to the achievement of sustainable development. Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways. These are economic, social and environmental objectives.

15. So that sustainable development is pursued in a positive way, at the heart of the Framework is a **presumption in favour of sustainable development** (paragraph 11) which for decision making means;

- approving development proposals that accord with an up-to-date development plan without delay; or
- where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 - i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - ii. 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.

Local Planning Policy

16. 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

2. All new non-residential developments will be completed to a Building Research Establishment Environmental Assessment Method (BREEAM) of 'very good' up to 2013 and thereafter a minimum rating of 'excellent'.

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.

Core Strategy Policy 5 (CS5) - Town Centres

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.

3. Billingham, Thornaby and Yarm will continue to function as district centres. Priority to regeneration initiatives will be given to:

- i) Thornaby centre
- ii) Billingham centre

Proposals which support Yarm's specialist niche role in offering higher quality comparison shopping, together with leisure and recreation opportunities will be supported, provided that the residential mix within the district centre is not compromised.

4. Elsewhere, within the local shopping centres of Billingham Green in Billingham, Myton Way at Ingleby Barwick, Norton High Street and High Newham Court in Stockton, and the neighbourhood centres, development will be promoted and supported provided that it complements and does not adversely impact upon the regeneration of the town and district centres, and where it is in accordance with Planning Policy Statement 4: Planning for Sustainable Economic Growth.

6. The existing roles played by Teesside Park as an out-of-town location, and Portrack Lane as out-of-centre site, are recognised. Whilst no additional retail or leisure development proposals will be encouraged in these locations or any other out of centre locations, any proposals which emerge will be dealt with as under 7 below.

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 10 (CS10) Environmental Protection and Enhancement

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

- i) Strategic gaps between the conurbation and the surrounding towns and villages, and between Eaglescliffe and Middleton St George.
- ii) Green wedges within the conurbation, including:
 - _ River Tees Valley from Surtees Bridge, Stockton to Yarm;
 - _ Leven Valley between Yarm and Ingleby Barwick;
 - _ Bassleton Beck Valley between Ingleby Barwick and Thornaby;
 - _ Stainsby Beck Valley, Thornaby;
 - _ Billingham Beck Valley;

_ Between North Billingham and Cowpen Lane Industrial Estate.

iii) Urban open space and play space.

Saved Policy S2 of Alteration No 1 of the adopted Stockton on Tees Local Plan

Proposals for new, or extensions to existing, major retail development outside the Primary Shopping Area within Stockton Town Centre and beyond the boundaries of the District and Local Centres, as illustrated on Proposals Map, will not be permitted unless : -

i) there is clearly defined need for the proposed development in the catchment area it seeks to serve ; and

ii) it can be clearly demonstrated that there are no other sequentially preferable sites or premises which are available, suitable and viable to accommodate the identified need the proposed development seeks to serve, starting from sites : -

1) within the Primary Shopping Area within Stockton Town Centre or within the boundaries of the various District or Local Centres defined under Policy S1; followed by

2) on the edge of the Primary Shopping Area within Stockton Town Centre or on the edge of the boundaries of the District and Local Centres within the Borough, then

3) in out-of-centre locations which are well served by a choice of means of transport, close to an existing centre, and which have a high likelihood of forming links with the centre; and only then

4) in other out of centre locations;

iii) the proposal would not have an adverse impact, either individually or cumulatively with other committed developments, upon any proposed strategy for a centre, or the vitality and viability of any centre within the local retail hierarchy set out in Policy S1 or nearby centres adjoining the Borough; and

iv) the proposal would be appropriate in scale and function to the centre to which it relates

v) the proposed development would be accessible by a choice of means of transport, including public transport, cycling and walking, and

vi) the proposed development would assist in reducing the need to travel by car, as well as overall travel demand.

Proposals for other key town centre uses in locations which lie beyond the Town, District and Local Centre boundaries defined on the Proposals Map will also be required to satisfy the above criteria.

In relation to Criterion (ii), other Town Centre use proposals should be accompanied by evidence which demonstrates that there are no sequentially preferable development opportunities either within and/or on the edge of defined boundaries of the Town, District and Local Centres in the Borough.

Saved Policy EN39 of the adopted Stockton on Tees Local Plan

The expansion of existing industrial or commercial undertakings in the vicinity of hazardous installations will normally be permitted if it can be shown that additional people and buildings will not be placed at unacceptable risk because of the proximity of the installation.

Emerging Local Plan;

Policy SD5 –Environment and Climate Change Strategy

To ensure the conservation and enhancement of the environment alongside meeting the challenge of climate change the Council will:

i. Protecting and enhancing the network of green wedges through the preservation of their open nature, green infrastructure benefits and the separation between built up areas to ensure local identity and character are preserved.

EG3 – Protecting Centres

2. Other main town centre uses will be directed to suitable and available sites and premises in the following locations, subject to the scale and catchment of the proposal:

a. Town and District Centres, and for office development only, Principal Office Locations; then,

b. Sites on the edge of the Town and District Centres, which are well served by public transport and have a high likelihood of forming links with the centre; then,

c. Within the boundaries of the Local Centres; then,

- d. Sustainable out-of-centre locations within the limits to development.
- 3. Proposals will only be supported in sequentially less preferable locations where it has been demonstrated that there are no available and suitable sites or premises in sequentially preferable locations, and that a flexible approach to scale and format has been applied.
- 4. Town centre use proposals on out-of-centre sites, which demonstrate that the business model cannot be located in a town centre location, will be the subject of restrictive conditions to protect the future vitality and viability of the Boroughs town centres.
- 6. Development proposals in out of town locations for other town centre uses will require an impact assessment where the proposal is of a scale and format which threatens significant leisure, entertainment, office, arts, culture and tourism facilities or major investment which is planned or committed in town, district and local centres.

Policy TI1 – Transport Infrastructure

DELIVERING A SUSTAINABLE TRANSPORT NETWORK

1. To support economic growth and provide realistic alternatives to the private car the Council will work with partners to deliver a sustainable transport network. This will be achieved through improvements to the public transport network and routes for pedestrians, cyclists and other uses.

NEW DEVELOPMENT

10. Existing sustainable transport and public transport infrastructure will be protected from development which would impair its function or attractiveness to users.

11. All major development proposals likely to generate significant additional journeys are required to be accompanied by a Transport Assessment and a Travel Plan.

12. The Council and its partners will ensure that all new developments (including alterations to existing developments and changes of use, where appropriate), offer prospective residents and/or users with genuine sustainable transport options. This will be achieved by seeking to ensure that:

- a. Transport choices are widened. New developments will provide access to existing sustainable and public transport networks and hubs. Where appropriate networks will be extended and new hubs created. When considering how best to serve new developments, measures to make best use of capacity on existing bus services should be explored before proposing new services; consideration should be given to increasing the frequency of existing services or providing feeder services within the main network.
- b. Suitable access is provided for all people and modes of transport.
- c. Sufficient accessible and convenient operational and non-operational parking for vehicles and cycles and where practicable, incorporate facilities for charging plug-in and other ultra-low emission vehicles. Any new or revised parking provision should be of a sufficient size and layout to facilitate its safe and efficient operation.
- d. Appropriate infrastructure to support Travel Demand Management which reduces travel by the private car and incentivises the use of sustainable transport options.

13. New development will be required to deliver transport infrastructure in accordance with policy SD7.

MATERIAL PLANNING CONSIDERATIONS

- 17. The National Planning Policy Framework (NPPF), adopted Stockton on Tees Local Plan and Stockton on Tees Core Strategy form the Planning Policy Framework for considering the application.
- 18. The NPPF advises Local Authorities of a presumption in favour of sustainable development with significant weight being placed on the need to support economic growth. The NPPF also supports opportunities for growth and seeks high quality designs. With specific regards to this retail proposal, section 7 of the NPPF (Ensuring the vitality of town centres) offers further guidance on promoting competitive town centre environments, recognising town centres as being at the 'heart of their communities' and encouraging policies to support their viability and vitality. It sets out that for main town centre uses in out of centre locations a sequential test should be applied and where necessary applications which propose new retail floor space of over 2.500sqm will be expected to submit an impact assessment. Consideration also needs to be given to the impact on existing,

committed and planned public and private investment in a centre(s) in the catchment area of the proposal; and the impact of the proposal on town centre vitality and viability including local consumer choice and trade (para 89).

19. The Council's saved Local Plan Policy S2 and adopted Core Strategy Policy CS5 offer a similar approach and are considered 'up-to-date' given their correlation with the NPPF and can therefore be significant weight in making any decisions. The Council's emerging Local Plan is also at an advanced stage following the examination in public and consultation on some modifications being underway, the weight given to policies within the emerging Local Plan is in accordance with paragraph 48 of the NPPF.
20. It is however, not the role of the Planning system to question the need for the facility as this is a matter of market demand and it is a commercial decision for the applicant as to whether they pursue the development.

Sequential Assessment:

21. As set out above the purpose of the sequential test is to seek to accommodate new town uses within existing centres to contribute to the vitality and viability of defined centres. In this case both Stockton and Middlesbrough are the main Town Centres which are likely to be affected although there could be associated impacts for the Borough's district centres which are in close proximity such as Yarm and Thornaby.
22. As part of the planning submission the supporting statement sets out the applicants views regarding the sequential assessment. Officers have also queried the original assessment with revised versions being submitted. Within the latest assessment the business model of the development is set out as requiring the following considerations;
 - To be in close proximity to the main arterial routes of the A19 & A174
 - Within the Thornaby and Ingleby Barwick area to meet a perceived need in the area
 - Be of a sufficient enough size to accommodate both a 66no.bed hotel and 100 seat banqueting facility with associated car parking and landscaping
 - Minimum site size of no less than 3.5acres/1.4Ha
 - Freehold site
 - Woodland setting to attract and promote social events such as weddings
 - Sufficient space for 100+ vehicles
 - Well connected location - public transport, cycle lanes and pedestrian footpaths
23. Various sites with Stockton, Thornaby, Yarm and Ingleby Barwick have subsequently been considered against the above criteria and are dismissed by the applicant as either being unavailable or unsuitable. Such sites included the Former Dairy site; "Southern Gateway"; Former Glam and Post Office sites; The Golden Eagle Public House; Phoenix House, Thornaby; Land to rear of Sainsbury's , Yarm; Land West of Tesco (Ingleby Barwick) and Fleck Way/ Perry Ave, Teesside Industrial Estate.
24. In terms of the LPA's assessment of the submitted report, it is considered that many sites within the conurbation are well located for access to the strategic road network with both the A66 and A19 being within several minutes' drive of centrally located sites, these would include locations within and on the edge of both Stockton and Thornaby Town Centres. It is however accepted that sites such as the Southern Gateway are not available or suitable. In terms of Thornaby, contrary to the submitted assessment the Northumbrian Water site is considered to be an appropriate size given it is only 0.1 hectare larger than the application site, nevertheless it is accepted that it is not available as a result of being in use by Northumbrian Water. The site adjacent to Tesco's in Ingleby Barwick is circa 1 hectare and it is therefore marginally smaller than the indicated minimum size although it would provide a degree of planting to its eastern boundary and help to provide a 'woodland setting'. Although with a degree of flexibility a development could potentially be

achieved on the site, consideration is given to the Tesco vs Dundee Supreme Court decision in which it was stated that sequential assessments must consider the “real world” i.e one which developers want to operate in and not one which in theory they could operate in. Alternative reasons such as a convoluted access and the site not being a road edge site are also highlighted for why the site is unsuitable and on balance the fact the site is considered unsuitable is reluctantly accepted.

25. It is noted that the operator of Teesside Industrial Estate has commented that a hotel development to serve the industrial estate would be better served on the estate itself, whilst this view is understood and the synergy between the two is not disputed, the proposed business model does not solely seek to meet demand from companies within the industrial estate. That said it is accepted that given the location of either this application site or a site in the vicinity of the Anson Farm public house (Thornaby Industrial Estate), both would be likely to benefit from passing trade and those with travel needs from elsewhere in the area and it is unlikely that a high level of trade would be provided solely by the industrial estate.
26. The industrial estate site has nevertheless been considered and dismissed by the applicant within the sequential assessment. The industrial estate is under the terms set out within the NPPF not in a sequentially preferable location to the application site, but for the reasons set out in the report below, development within the green wedge is not supported either. Whilst an argument could be made that the industrial estate is therefore a preferable location, a hotel on alternative location would still be required to undertake its own sequential assessment and no such application has been submitted to date.

Impact:

27. As part of the application the applicant has submitted an impact assessment which concludes that there would be no impact on Stockton, Thornaby or Middlesbrough Town Centres. It is noted that with the exception of the Hilton hotel which is currently under construction there are no large scale hotels within Stockton or Thornaby Town Centres.
28. Although Middlesbrough Council have formally objected, they have very recently confirmed to the applicant that following their objection they have recently approved permission for the conversion of Vancouver House on Corporation Road for a 100+ bedroom hotel and banqueting facilities. Consequently they state that this proposal is unlikely to impact on future Town Centre proposals and given its scale and catchment will not impact on Middlesbrough Town Centre.
29. Whilst comments and objections regarding the currently under construction, Hilton hotel in Stockton are noted, competition is not a material planning consideration. However, the NPPF sets out that the impact on the vitality and viability of centres would include impacts on existing committed unplanned public and private investment. The associated impacts on other small businesses outside of the defined centres are not a requirement of national planning policy, such aspects are therefore a competition issue which is not material planning consideration.
30. Whilst the Hilton hotel is still under construction it is due to be opened in the New Year (2019) and therefore it is a commitment which will open. In addition, there is little evidence to suggest that this proposal would fundamentally undermine its (the Hilton hotel's) overall viability or those other hotels/serviced accommodation within existing centres. As a result is considered that despite those concerns raised there are insufficient grounds to justify a refusal of the application of this basis.

Green wedge:

31. Many of the objections received state that the site forms part of the green wedge and should be protected. The site is covered by what was the green wedge under the Local Plan, is within the 'green finger' as defined by CS10 of the Core Strategy strategic diagram. In addition the site is shown as being within the green wedge under the emerging Local Plan (policy SD5i) which following the examination in public can be attributed weight. The position of the green wedge within these two documents is shown in appendix 1.

32. Development within the green wedge is therefore contrary to these policies, however, the question and test is whether the proposed development would harmfully undermine the existing degree of separation between settlements, in this case between Ingleby Barwick and Thornaby and thereby undermine their identity and character.
33. The proposed development in its indicative form would sit across much of the site and would have a separation distance of approximately 150m from building to building and approximately 50-60 metres between property boundaries (which includes a steep wooded valley). Whilst the existing landscaping would offer some screening it would not negate the change in character from a site which is open and undeveloped to one which would have built form and associated infrastructure/parking. Such changes are therefore considered harmful to the character and nature of the green wedge.
34. Although the position regarding the extant market garden centre and dwelling is noted it is considered that it is of a different scale and nature and therefore the two situations are not directly comparable in terms of their impact.

Visual Impact

35. Whilst the application is in outline the submitted site plan shows a number of pipelines easements which run through the site it is therefore reasonable to assume that the development will take a similar form to that proposed. The Council's landscape architects consider that the application is missing key information which is necessary for the full consideration of the proposals. This would include a landscape and visual study to fully consider the implications of the development on local character and visual amenity and to determine landscape measures to mitigate the impacts of this development.
36. Nevertheless the proposals have been considered on their landscape impact and on its existing character. The proposed development is located within the green wedge which follows Bassleton Beck parallel to Thornaby Road, the openness of the landscape is an important feature of the green wedge designation. This proposal would represent development on a piece of open land that gives a valuable contribution to the open character of the green wedge and helps to maintain the separation of the settlements of Ingleby Barwick and Thornaby. Should this development proceed, the linear green wedge between Thornaby and Ingleby Barwick would be broken as the proposed development spans the full width of the wedge, leading to the coalescence of the two urban areas. It would also set a precedent for similar developments nearby, so that the green character of the wedge area would be further eroded.
37. The majority of the views towards the two storey development would be from Thornaby Road, and the footpaths and cycleways which run adjacent to this route and it is considered a two storey hotel building would be visible up to the junction with the A174. Views would also be possible from residents leaving Ingleby Barwick or using the playing pitches south of Barwick Way and from the Ingleby Barwick and Thornaby Trail footpath along Bassleton Beck.
38. Whilst the indicative design and materials are also not considered to be appropriate for the area, the final design would fall to the reserved matters stage. However, given much of the site is to be developed, limited space remains with the majority being focused around the perimeter of the site reducing opportunities for meaningful landscaping. The potential for other landscape enhancement is further reduced by the extensive network of services which pass through the site.
39. As above the extant permission for a market garden was a building of a smaller scale, of a lower height, different materials and would be less intrusive in the landscape. That extant permission and this proposal are therefore not considered to be directly comparable with the proposed mass of the main hotel building being visually intrusive in the landscape and would detract from the character of the green wedge and surrounding area.

Amenity;

- 40. The distance from the rear elevations of 1 and 2 Hollybush Cottages to the southern elevation of the indicative drawing is approximately 45m, notwithstanding this, the final details regarding site layout and the external relationships with existing properties would be a matter for future consideration (at the reserved matters stage). The indicative distances from the illustrative drawings all suggest that the development can be accommodated without there being any significant adverse impacts on the amenity (including privacy and loss of light) to the neighbouring residential dwellings and at the reserved matters stage it would be ensured that any development provides acceptable separation distances and should be in accordance with the adopted council guidance. Nevertheless the relationship between the two sites is of importance and careful consideration will need to be given to both the siting and scale of any development to ensure that it does not adversely affect the neighbouring residents at that stage.
- 41. Equally the relationships between the proposed development and those dwellings of Ingleby Barwick would also be assessed at the reserved matters stage to ensure that acceptable levels of amenity are provided for future residents of the proposed development.
- 42. The Environmental Health Officers have considered the proposals and raise no objection to the development subject to a variety of conditions to control environmental aspects such as noise disturbance to residential premises; light intrusion; odour nuisance; and waste collection. Such matters are not considered to result in a situation which would warrant a refusal of the application and in the event the application were being approved planning conditions could adequately control these matters.
- 43. Planning conditions can be imposed to address short to medium term impacts (i.e. dust and noise) associated construction activity should the development be approved and is not considered to be sufficient enough to warrant a refusal of the application.

Highway Safety;

- 44. A number of objections raise concerns about several highway matters which relate to an increase in congestion, particularly given recent improvements in the areas and the safety of the access/egress arrangements. The Highways, Transport and Design Manager has considered all the submitted documentation and noted the concerns raised by residents. With regards to the junction and trip generation the overall levels of traffic generated is not considered to be significant and the junction can operate within capacity.

Table 1: Combined trip generation.

Bed Hotel + Banqueting Suite	AM Peak (08:00 – 09:00)		PM Peak (17:00 – 18:00)	
	Arrivals	Departures	Arrivals	Departures
Total Trips	7	12	39	13

- 45. However, in accessing the facility the submitted drawings show the development being accessed via the forecourt of the petrol filling station utilising its existing access from Thornaby Road which allows for all turning movements. The information submitted by the applicant indicates that access to the proposed development is reliant upon a 'right of access' over the land within the ownership of the petrol filling station. All traffic accessing the site would therefore do so via Thornaby Road.
- 46. The turning movements associated with the proposed development and those already occurring have been assessed, which has included a manual count undertaken by the applicant. In making a comparison between the existing and proposed turning movements it is considered that the proposed development would result in a significant increase in right turning movements.

Table 2: Comparison of right turn movements

Petrol Filling Station (Right Turning Movements)	AM Peak (08:00 – 09:00)		PM Peak (17:00 – 18:00)	
	Arrivals	Departures	Arrivals	Departures

Existing	19	14	27	10
Proposed	3	6	20	6
Total	22	20	47	16
%age Increase	16%	42%	74%	60%

47. Whilst there have been no recorded accidents within the last 5 years there have been two recorded accidents, both of which occurred in 2012, and involved vehicles entering / exiting the petrol filling station. Prior to this 16 accidents were recorded at this location, the Highways Transport and Design Manager therefore advises that the intensification of use of the existing access arrangements for the petrol filling station (as a result of the proposed development), will materially increase the right turning movements at the junction. The accident history at this location demonstrates that there is a risk of accidents involving right turning movements and the proposal is deemed to result in the intensification of the access / egress for the petrol filling station, resulting in highway safety concerns and an objection. Comments in relation to previous investment of the highway infrastructure and also on changing nature of the demand for petrol fuel from the garage have been taken into consideration in reaching this view.
48. The Proposed Site Plan, drawing ref. 1613/SK01N, as set out above indicates that a single footway connection will be provided from the Hotel to the existing footway / cycleway network on the A1045 Thornaby Road. However, as set out above, no footway connection has been provided to the north of the petrol filling station, therefore anyone arriving on foot to utilise the Banqueting Suite, from this direction would enter the site via the forecourt of the petrol filling station which is not considered to be acceptable. In the event the scheme were to be approved then the applicant controls land which could accommodate an additional pedestrian route and this could be covered through a Grampian condition or S.106 agreement.
49. A total of 131 spaces is required in accordance with the Council adopted guidance, whilst only 114 spaces are shown on the indicative plan, a departure from standard could be accepted if evidence demonstrating that the total car parking demand would be reduced as a result of some visitors arriving by coach and that others using the Banqueting Suite would also utilise the Hotel facilities. The proposed layout whilst indicative is otherwise generally considered to be acceptable.

Flood Risk

50. The proposed development is in a Flood Zone 1. The Environment Agency's flood maps highlight the south eastern part of the proposed site as being at a high risk of surface water flooding (1 in 30 year event 3.3% chance in any year); careful consideration should be given to the existing blue/green corridors and surface water flooding when determining the site layout and the location of surface water attenuation structures.
51. It is noted that the application is in outline and that at this stage limited information has been provided in respect of surface water management and should the application be approved a planning condition would be required to ensure that the discharge rates from the site will be restricted to 5 litres/second (QBAR value) with sufficient storage within the system to accommodate a 1 in 30 year storm. The design shall also ensure that storm water resulting from a 1 in 100 year event plus 40% climate change surcharging the drainage system can be stored on site without risk to people or property and without overflowing into drains or watercourse.

Crime and Anti-social behaviour

52. Under the provisions of Section 17 of the Crime and Disorder Act, the planning system and the Local Planning Authority must do all that it reasonably can to prevent, crime and disorder in its area. Whilst objectors may consider that the proposal would give rise to anti-social behaviour there is no evidence before the Local Planning Authority which would indicate that the proposal would give rise to crime or anti-social behaviour as it would be no different to any other development within the area. In the event that any instances arise then this would be a matter for the appropriate authorities, such as the Police and not the planning system.

Public Safety;

53. It is noted that a gas pipeline exists within the vicinity of the site. Indeed Northern Gas Networks have objected to the proposal on the basis of the protection of the plant. Although the protection of Northern Gas Networks infrastructure is noted they have not provided any evidence themselves about the associated risks to public safety.
54. The application has also been considered by the Health and Safety Executive as the pipeline is considered to be a hazardous installation and following the use of their consultation tool, they do not advise against the grant of planning permission in this instance. In the absence of any evidence to the contrary for the local planning authority is of the view that the proposed use could be accommodated on the site, although once the final details of any development were known then this would also be reassessed as part of any reserved matters submission.

Protected species;

55. Although neighbouring properties have raised concerns regarding the impacts of this development on wildlife and the associated habitats, it is important to note that only those species which are protected by law are to be given special consideration as part of the planning process. The impacts of the species such as deer, foxes, squirrels, hedgehogs, frogs and pheasants cannot therefore be given significant weight.
56. Consideration has been given to the condition of the site and its location adjacent to the petrol filling station and both Natural England's GIS system (Magic) and standing advice. In the absence of any evidence to the contrary the site is therefore considered to be of limited ecological value and will not cause significant implications for those species or habitats protected by law.

Air quality;

57. Although several objectors raise concerns over pollution and air quality, the Environmental Health Officers have raised no objections to the proposals on these grounds. The Council has monitored air quality and submits an annual report on air quality to DEFRA which has demonstrated national air quality objectives are complied with throughout the Borough.

Economic Benefits;

58. It is accepted that the proposal will provide certain economic and social benefits through the overall level of investment job creation both during and post construction. However for the reasons outlined above, it is not considered that those benefits will outweigh the harmful impacts of the proposal in relation to the loss of the green wedge and impacts of highway safety.

Residual Issues;

59. Many of the supporting comment that there is a need for a hotel in Thornaby; that the site is within a good location; and, will not have any adverse impacts on local residents or the green wedge. As detailed elsewhere in this report the local planning authority has reached a different conclusion and the reasoning for this is clearly explained within the report.
60. Although the concerns in relation to the loss of a view and devaluation of property prices are noted, these are not material planning considerations and cannot be given any weight in the determination of this application.

CONCLUSION

61. In view of the considerations set out above, the site is covered by what was the green wedge under the Local Plan, is within the 'green finger' as defined by CS10 of the Core Strategy and is within the green wedge under the emerging Local Plan (policy SD5i) which following the examination in public can be attributed weight.
62. In considering the associated impacts, the proposed development in its indicative form would sit across much of the site and would have a separation distance of approximately 150m from building

to building and approximately 50-60 metres between property boundaries (which includes a steep wooded valley). The openness of the landscape is an important feature of the green wedge designation and such changes are considered harmful to the character and nature of the green wedge which is to prevent coalescence of settlements. Although the extant permission for the market garden centre and dwelling is noted it is considered the hotel proposal is of a different scale and nature and therefore the two situations are not directly comparable in terms of their impact.

63. The Highways, Transport and Design Manager has considered the implication of the development on the highway and the proposed access arrangements through the petrol filling station. The turning movements associated with the proposed development would result in a significant increase in right turning movements and whilst there have been no recorded accidents within the last 5 years there have been two recorded accidents, both of which occurred in 2012, and involved vehicles entering / exiting the petrol filling station. It is considered that the accident history at this location demonstrates that there is a risk of accidents involving right turning movements and the proposal is deemed to result in the intensification of the access / egress for the petrol filling station, resulting in significant highway safety concerns.
64. For those reasons set out above and elsewhere within the report the application is recommended for refusal.

Director of Economic Growth and Development
Contact Officer Simon Grundy Telephone No 01642 528550

WARD AND WARD COUNCILLORS

Ward	Village
Ward Councillor(s)	Councillor Ian Dalgarno
Ward Councillor(s)	Councillor Mick Moore

IMPLICATIONS

Financial Implications:

There are no known financial implications in determining this application.

Environmental Implications:

The assessment of the application has taken into account the impacts on the character of the green wedge, the appearance of the area and the impacts on adjoining properties. In view of the considerations set out in the report above it is considered that there would be significant environmental implications.

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

Stockton on Tees Local Plan Adopted 1997
Alteration Number 1 to the Adopted Local Plan – 2006
Core Strategy – 2010
Emerging Local Plan 2018.

Supplementary Planning Documents
SPD1 – Sustainable Design Guide

SPD2 – Open Space, Recreation and Landscaping
SPD3 – Parking Provision for Developments
SPD6 – Planning Obligations