

DELEGATED

**AGENDA NO
PLANNING COMMITTEE**

8th November 2023

**REPORT OF DIRECTOR OF FINANCE,
DEVELOPMENT AND BUSINESS SERVICES**

23/1340/LA

**Preston Park, Preston Hall Museum, Yarm Road, Eaglescliffe
Extension to museum building and extension/alterations to south car park, new landscaping,
substation, and other associated works.**

Expiry Date 27 October 2023

SUMMARY

The application seeks planning permission for an extension to the existing museum building and the extension of the south car park at Preston Park.

The proposed development would enhance the existing offer and visitor experience at Preston Park Museum by providing new space which allows the museum to display a more significant proportion of its collection and accommodate touring exhibitions. Whilst in an out-of-centre location, the proposed development represents the expansion of an existing established tourism development. It would not be feasible to provide the additional museum space in any other location as it would not be able to perform the same role and function in terms of enhancing the existing attraction by increasing the amount of its collection which can be on display at any one time. The proposal would enhance the visitor experience for both local residents and tourists from further afield and strengthen the attraction's local distinctiveness and unique history.

The Local Plan designates the wider site as open space and forming part of a green wedge, setting out a number of criteria against which proposals in such areas should be considered. However, there would be no significant harm to the character and appearance of the area or nature conservation interests and as such the proposed development on the site is acceptable in principle.

The proposals are also considered acceptable in terms of impact on character, highways, ecology and flooding it is concluded that the proposals are in broad accordance with the development plan, when considered as a whole

It has been demonstrated that the development would generate a range of significant benefits. These include the ability to accommodate national touring exhibitions, creating unique open collection stores, enhancing the overall visitor experience, creating additional opportunities for adult and school learning, and generating new jobs through both the operational and construction phases. The proposed expansion will also give greater opportunities for visitors to explore and understand the importance of Stockton's history and aims to transform the park into a cohesive attraction for visitors to enjoy its rich heritage.

Overall, it is considered that the development comprises sustainable development, when considered in the context of the NPPF when taken as a whole. Furthermore, whilst the development would result

in harm to the significance of the existing Grade II listed Preston Hall, this is considered to be less than substantial harm, which would be outweighed by the public benefits of the scheme.

The proposal also offers the potential for significant environmental and social benefits to the Borough. Additionally through both that investment and that of the additional built development, it is also anticipated that the development will attract additional visitors to the Borough. Consequently, it is considered that there are not any adverse impacts from the proposed development that would cause such demonstrable harm that it would warrant a refusal of the application.

The application is recommended for approval with conditions as set out in the committee report below.

RECOMMENDATION

That planning application 23/1340/LA be approved subject to the following conditions and informatives:

Time Limit

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

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

Approved Plans

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

Plan Reference Number	Date Received
NE8703-RYD-00-XX-DR-L-2111-S2-P5	2 October 2023
NE8703-RYD-00-XX-DR-L-2101-S2-P13	2 October 2023
NE8703-RYD-00-XX-DR-L-2105-S2-P11	2 October 2023
NE8703-RYD-00-XX-DR-L-2110-S2-P9	2 October 2023
NE8703-RYD-00-XX-DR-L-2112-S2-P7	2 October 2023
NE8703-RYD-00-XX-DR-L-2130-S2-P6	2 October 2023
NE8703-RYD-00-ZZ-DR-L-2700-S2-P5	2 October 2023
NE8703-RYD-E-00-DR-A-3010-S2-P4	2 October 2023
NE8703-RYD-E-01-DR-A-3011-S2-P3	2 October 2023
NE8703-RYD-E-ZZ-DR-A-3130-S2-P3	2 October 2023
NE8703-RYD-E-ZZ-DR-A-3600-D2-P9	2 October 2023
NE8703-RYD-E-ZZ-DR-A-3710-S2-P3	2 October 2023
NE8703-RYD-E-ZZ-DR-A-3711-S2-P1	17 July 2023
NE8703-RYD-E-ZZ-DR-A-3800-P6	17 July 2023
NE8703-BGP-01-ZZ-DR-C-52-01130_P07	16 October 2023
NE8703-BGP-01-ZZ-DR-C-52-01131_P02	16 October 2023
NE8703-BGP-01-ZZ-DR-C-52-01138_P03	16 October 2023
NE8703-BGP-01-ZZ-DR-C-52-01900_P02	16 October 2023
NE8703-BGP-04-ZZ-DR-C-52-04130_P05	16 October 2023
NE8703-BGP-04-ZZ-DR-C-52-04131_P02	16 October 2023
NE8703-BGP-04-ZZ-DR-C-52-04900_P01	16 October 2023

NE8703-BGP-ZZ-ZZ-DR-C-52-01136_P02 16 October 2023
NE8703-BGP-ZZ-ZZ-DR-C-52-04136_P02 16 October 2023

Reason: To define the consent.

Noise disturbance from New Plant

- 03 The rating level of sound emitted from any fixed plant and/or machinery associated with the development shall not exceed background sound levels by more than 5dB (A) between the hours of 0700-2300 (taken as a 1-hour LA90 at the nearest sound sensitive premises) and shall not exceed the background sound level between 2300-0700 (taken as a 15 minute LA90 at the nearest sound sensitive premises). All measurements shall be made in accordance with the methodology of BS4142: 2014 (Methods for rating and assessing industrial and commercial sound) and/or its subsequent amendments. Where access to the nearest sound sensitive property is not possible, measurements shall be undertaken at an appropriate location and corrected to establish the noise levels at the nearest sound sensitive property. Any deviations from the LA90 time interval stipulated above shall be agreed in writing with the Local Planning Authority.

Reason: To protect the amenities of nearby residents.

Construction Phase Plan

- 04 The development hereby approved shall be carried out in line with the measures set out in the submitted Construction Phase Plan prepared by GallifordTry (dated 14th October 2023).

Reason: In the interests of highway safety and the occupiers of adjacent and nearby premises.

Construction Operating Hours

- 05 Construction or demolition operations including delivery and removal of materials on and off the site shall take place only between 07:00 and 19:00 hours on weekdays, between 08.00 and 17:00 hours on a Saturday and no time on Sundays or Bank Holidays.

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

Making good of retained fabric

- 06 All new external works and finishes and works of making good to the retained fabric of the existing building, shall match the existing original work adjacent in respect of methods, detailed execution and finished appearance unless otherwise approved in writing by the Local Planning Authority

Reason: To ensure that special regard is paid to protecting the special architectural and historic interest and integrity of the building under Section 16 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

Ecology

- 07 With the exception of any alternative means of tree planting agreed with the Council, all ecological mitigation measures, enhancement and compensatory measures within the submitted Preliminary Ecology Appraisal prepared by ECO Surv (July 2023) shall be implemented throughout the development in full accordance with the advice and recommendations, unless otherwise superseded.

Reason: To preserve, protect and enhances the biodiversity of the site in accordance with Local Plan Policy ENV5 and the NPPF.

Biodiversity Net Gain

- 08 Notwithstanding the submitted plans, prior to the commencement of any above ground construction a Biodiversity Net Gains Management and Monitoring Plan shall be submitted for approval in writing by the Local Planning Authority. The Biodiversity Net Gains Management and Monitoring Plan should provide detailed management and maintenance information for years 1 – 5 and with broader management aims for the lifetime of the Biodiversity Net Gains commitment. The works shall be implemented in accordance with the agreed details. Such measures shall be retained thereafter for the lifetime of the development.

Reason: To preserve, protect and enhance the biodiversity of the site in accordance with Local Plan Policy ENV5 and the NPPF

Energy efficiency

- 09 The development hereby approved shall be carried out in line with the measures set out in the submitted Energy Statement prepared by Hydrock (dated 13th July 2023) in order to achieve a minimum 10% reduction in CO2 emissions over and above current building regulations unless otherwise superseded.

Reason: In order to minimise energy consumption in accordance with Stockton-on-Tees Adopted Local Plan Policy ENV1.

BREAAM or equivalent rating

- 10 The development hereby approved shall be carried out in line with the measures set out in the submitted BREEAM Targets report prepared by Ryder (dated 13th October 2023).

Reason: In order to minimise energy consumption in accordance with Local Plan Policy ENV1.

Soft Landscaping

- 11 Full details of Soft Landscaping shall be submitted to and approved in writing by the Local Planning Authority. This shall include:

- a) replacement tree planting for those lost as a result of the works, a minimum of 20 semi-mature replacement trees shall be located elsewhere within Preston Park;
- b) a plan for the relocation of orchard trees where possible, including method of lifting and transportation, and proposed new planting locations;
- c) a plan for the relocation of other trees (i.e. around skate park) where possible, including method of lifting and transportation, and proposed new planting locations;
- d) updated landscape proposals for planting within and adjacent to the new southern car park extension;
- e) proposals for planting of new trees to replace any of those to be lost as a result of the development which cannot be relocated.

This will be a detailed planting plan and specification of works indicating soil depths, plant species, numbers, densities, locations inter relationship of plants, stock size and type, grass, and planting methods including construction techniques for tree pits in hard surfacing and root barriers. All works shall be in accordance with the approved plans.

All existing or proposed utility services that may influence proposed tree planting shall be indicated on the planting plan. The scheme shall be completed by the first planting season following completion of the works and to the satisfaction of the Local Planning Authority.

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

Landscaping - Hardworks

- 12 Full details of proposed hard landscaping and street furniture to the building frontage shall be submitted to and approved in writing by the Local Planning Authority. This shall include all external finishing materials, finished levels, and all construction details confirming materials, colours, finishes and fixings. The scheme shall be completed to the satisfaction of the Local Planning Authority prior to the occupation of any part of the development. Any defects in materials or workmanship appearing within a period of 12 months from completion of the total development shall be made-good by the owner as soon as practicably possible.

Reason: To enable the LPA to control details of the proposed development, to ensure a high quality hard landscaping scheme which is appropriate to the historic building.

Car Park Enclosure

- 13 Details of the enclosure to the eastern car park boundary shall be submitted to and approved in writing by the Local Planning Authority. Such means of enclosure shall be erected before the car park extension is opened for use.

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

Discharge of Surface Water

- 14 The development hereby approved shall not be commenced on site, until a scheme for 'the implementation, maintenance and management of a Sustainable Surface Water Drainage Scheme has first been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details, the scheme shall include but not be restricted to providing the following details:

- I. Detailed design of the surface water management system; (for each phase of the development).
- II. Museum Phase must include full investigation and CCTV survey to determine the ultimate point of connection and condition of the existing system which is to be utilised and confirmation of an approved discharge rate and connection into the existing combined sewer from Northumbrian Water
- III. Car Park phase must include site investigations to confirm the ultimate point of connection with the River Tees
- IV. A build programme and timetable for the provision of the critical surface water drainage infrastructure;
- V. A management plan detailing how surface water runoff from the site will be managed during the construction phase;
- VI. Details of adoption responsibilities

Reason: To ensure the site is developed in a manner that will not increase the risk of surface water flooding to site or surrounding area, in accordance with the Local Plan Policies SD5 & ENV4 and the National Planning Policy Framework.

Soil Management Plan

- 15 No excavation works shall be commenced until the Local Planning Authority has approved in writing the details of a soil management plan. The plan shall indicate how soils will be stripped, stored and relocated during the works, and the methods for transporting the materials across the site. A detailed plan showing the final locations for on site mounding shall be provided including the heights, gradients, offset from trees and footway etc to ensure they can be maintained in the long term.

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

INFORMATIVE OF REASON FOR PLANNING APPROVAL

Informative: Working Practices

The Local Planning Authority has worked in a positive and proactive manner and sought solutions to problems arising in dealing with the planning application by seeking a revised scheme to overcome issues and by the identification and imposition of appropriate planning conditions.

Informative: Canals and rivers trust

The applicant/developer is advised to contact the Canal & Rivers Trust's Works Engineering Team via switchboard on 0303 040 4040 or at Enquiries.TPWNorth@canalrivertrust.org.uk in order to ensure that any necessary consents are obtained and that the works would comply with the Trusts "Code of Practice for works affecting the Canal & River Trust".

Informative: Northern Gas networks

There may be apparatus in the area that may be at risk during construction works and the promoter of the works should contact Northern Gas Networks directly to discuss requirements in detail. Should diversionary works be required these will be fully chargeable.

BACKGROUND

1. Preston Park is one of the premier visitor attractions in the Tees Valley which attracts around 350,000 visits per annum. The site is operated by Stockton Borough Council and open to the public all year round.
2. However, the scale and nature of the main buildings at the museum are such that they are only able to display a small proportion of the Council's collection of artefacts and are not able to accommodate touring exhibitions. The facilities provided across the park, including the café, toilets and general infrastructure, are also below the standard required by a visitor attraction of this nature. There is therefore significant scope to improve the attraction, in order to enhance the range and quality of the offer and the overall visitor experience. There is also the potential to encourage more repeat visits and encourage those currently only using the wider park to visit the museum as well.
3. The Council has recently secured funding from the Governments Levelling Up Fund (LUF) to help deliver interventions across the site which would meet these objectives. The most significant of these interventions, and those which are subject to this planning application, are the development of an extension to the museum itself to provide new exhibition and storage space and an extension to the south car park. The museum extension and extended car park are the first parts of a wider development plan across the park to enhance the overall visitor experience.

SITE AND SURROUNDINGS

4. The application relates to Preston Hall museum, a local authority owned and operated museum situated within extensive parkland grounds. Preston Hall is a grade II listed building with 3 lodges in the grounds of the park in use as residential dwellings. Preston Park is located in the south of the Borough, to the east of the A135 Yarm Road and approximately 3.5 km to the south-west of Stockton-on-Tees Town Centre. The Park is surrounded by residential properties to the north, south and west.
5. The museum has a reconstructed Victorian Street and extensive landscaped gardens which extend to the River Tees to the east. The museum has been operating since 1953 and is owned by Stockton-on-Tees Borough Council. The application sites subject to this planning application

comprise land immediately to the north-west of the museum buildings and open space to the east of the south car park serving the museum.

6. To the west of the museum there is a large open green space which is surrounded by footpaths to the north and west and by an access road that connects to the Hall from the south. Further to the west there is a belt of woodland that separates the site from Yarm Road, as well as a former lodge building, which is located at the main entrance to the site.
7. The original 1825 Stockton and Darlington Railway (S&DR) line once ran along the western edge of the wider museum grounds and, whilst this stretch of the line was abandoned in 1853, the associated earthworks can still be identified. The S&DR has recently been designated as a Scheduled Ancient Monument.
8. To the south of the access road there are various late-20th century developments that reflect the use of Preston Hall and its grounds as a museum and visitor attraction since the 1950s. A large surface car park lies adjacent to the road with the Butterfly World glasshouse located further to the south. To the east, there is a former aviary, with a café, children's playground and skateboard park lying between the car park and the aviary, along with a number of mature trees. Further to the south there are further areas of woodland and open space, as well as a second surface carpark.

PROPOSAL

9. Planning permission is sought for the construction of an extension to the existing museum building and extension/alterations to south car park, new landscaping, substation, and other associated works.

Extension to Preston Park Museum

10. A new modern extension to the existing Preston Park Museum is proposed on its north-western elevation, over two levels. This will include a new main entrance at its south-eastern corner, which leads to an internal street, enclosed by full height glazing at either end. At ground floor level, there would be space for a number of open collection stores, as well as a new café overlooking the orchard, interactive galleries relating to the collection and toilets. Stairs would lead up to first floor level, where three separate, but inter-connected, exhibition spaces are proposed, along with further collection stores and other ancillary facilities.
11. The extension would use materials including traditional brickwork, contemporary cladding, curtain wall glazing and a single ply membrane roof. Alongside the museum extension, an extension to the existing orchard garden is proposed at the northern end of the site, in order to connect the spaces with the historic walled garden. There would also be new hard and soft landscaping around the new building, including areas of hardstanding and low-level planting, as well as improvements to the staff car parking areas.

South Car Park

12. An extension to the south car park down its eastern side, on an area of existing open space which is currently used as overflow parking at peak times. This would provide additional parking provision, to cater for visitors, particularly at peak times, and would accommodate the potential increase in numbers of people using the museum as a result of the proposed extension to the museum.
13. The proposal would result in the south car park would providing a total of 281 no. parking space, which would be an increase of 98 no. spaces upon the existing capacity of 183 no. spaces - taking into account the 4 spaces lost as a result of the scheme. The new permanent parking areas would include associated soft landscaping in between and at the end of the aisles and new directional signage.

CONSULTATIONS

14. Consultees were notified and the following comments were received.

15. Highways Transport & Design Manager

General Summary

Subject to the comments and conditions set out below the Highways, Transport and Design Manager raises no objections to the proposals.

Highways Comments

The proposals include an extension to the museum and the provision of additional car parking adjacent to the existing south car park and various drawings, a transport statement (TS) and a construction phase plan have been provided in support of the proposals.

The TS sets out a potential 25% increase in visitor numbers, associated with the extension to the museum building, which would increase the total parking demand for the whole site to 360 spaces. The proposed extension to the southern car park will increase the total visitor parking provision to 391 spaces, across the entire site, which is adequate to meet the predicted peak visitor demand.

It is however noted that the existing parking provision for staff and volunteers will be reduced because of the landscaping works associated with the proposed museum extension. Consideration should therefore be given to retaining the proposed 'temporary' car park for museum staff or extending the area identified as the temporary car park for site operatives as indicated within the construction phase plan.

The construction phase plan has been reviewed and is considered to be acceptable and compliance with this should be secured by condition.

Therefore, subject to the consideration of the provision of additional staff parking there are no highways objections to the proposals.

Landscape & Visual Comments

The proposal requires the removal of a number of trees across the site. These are lower quality trees, and there will be no objection providing replacement planting is undertaken elsewhere within the Park, however this is not included on the submitted plans. This could be anywhere within the blue line boundary and should be agreed with the Principal Tree and Woodlands Officer, and secured by condition. The applicant is also removing trees from the orchard area. The arborist proposes these trees could be relocated elsewhere on site, and this should also be secured by condition.

The proposals indicate new planting within the Overflow Car Park area and to the eastern edge of the extended car park area. This is not considered to be appropriate in this location, and will be a maintenance burden for the Council going forward. It is suggested that a line of trees as planted previously would be more appropriate. Furthermore planting within the car park area (between the existing rows of parking bays) is located on top of an existing drain.

Limited details for hard and soft landscaping have been provided. Conditions should be applied to secure full details. It is noted that the landscape design of the building entrance is very urban in its paving design and proposed street furniture, and reflects a number of very urban schemes in Stockton Town Centre such as the recently consented Waterfront Park. Therefore, it is suggested that this be reconsidered to reflect the unique setting of the park and listed Preston Hall building.

There are also concerns regarding the proposed relocation of excavated site soils, as detailed in the Construction Phase Plan, to the north west corner of the park. It is not clear if this is a permanent or temporary storage area, and no indicative levels have been provided. It is proposed to spread a 200mm depth layer across the whole site, or will it be a large mound with steep sides. Furthermore, this area is poorly drained, and this proposal is likely to significantly impact upon existing ground conditions.

It is suggested that this should be revisited with further information provided. However, if the Planning Officer is minded to approve the proposals, it could be controlled by a pre commencement condition to provide a Soil Management Plan, including details of levels and slopes to ensure the area can be managed in the future (i.e. gradients suitable for grass cutting etc).

16. **SBC Flood Risk**

The applicant has provided sufficient information to satisfy the Local Lead Flood Authority that a surface water runoff solution can be achieved without increasing existing flood risk to the site or the surrounding area. However the applicant has not provided a detailed design for the management of surface water runoff from the proposed development and this information should be secured by condition.

17. **Environmental Health Unit**

I have checked the documentation provided, I have no objection in the principle of this application, however, I have requested this case be referred to the contaminated land officer for further comments.

I do have some concerns regarding plant noise on the roof and although it states on the plans that the plant is just pictured for general assessment there are no further details about what plant should be required for either ventilation or air conditioning and so I would recommend the conditions as detailed be imposed on the development should it be approved.

Noise and Vibrations

Noise disturbance from New Plant

The rating level of sound emitted from any fixed plant and/or machinery associated with the development shall not exceed background sound levels by more than 5dB (A) between the hours of 0700-2300 (taken as a 1-hour LA90 at the nearest sound sensitive premises) and shall not exceed the background sound level between 2300-0700 (taken as a 15 minute LA90 at the nearest sound sensitive premises). All measurements shall be made in accordance with the methodology of BS4142: 2014 (Methods for rating and assessing industrial and commercial sound) and/or its subsequent amendments. Where access to the nearest sound sensitive property is not possible, measurements shall be undertaken at an appropriate location and corrected to establish the noise levels at the nearest sound sensitive property. Any deviations from the LA90 time interval stipulated above shall be agreed in writing with the Local Planning Authority.

Reason: To protect the amenities of nearby residents.

18. **Historic Buildings Officer**

This proposal requests an extension to Preston Park Hall, an extension to the south carpark and other associated ancillary works. Preston Hall is a Grade II listed building with the original route of the Stockton to Darlington Railway running along the western edge of the grounds (recently made a Scheduled Monument).

A Heritage Impact Assessment (including supplementary report), Statement of Significance and Desk Based Assessment have been submitted in support of the application. It is considered that these documents are of sufficient quality to meet the requirements of paragraph 194 of the NPPF and Local Plan Policy HE2 part 2.

Whilst noting the benefits of the proposals to the museum and general offer to the public, it is evident that harm will be caused to the setting of the main Preston Hall and to the fabric of the associated outbuildings, and any harm should be clearly and adequately justified (NPPF 200).

The assessment of harm to the significance of the heritage assets and some justifications have been provided within the submitted documentation and updated heritage document, sufficient to meet NPPF 194. Any harm to a listed building should be weighed against the public benefits of the proposal (NPPF 202).

19. SBC Place Development Manager

No comments

20. Northern Gas Networks

Northern Gas Networks has no objections to these proposals, however there may be apparatus in the area that may be at risk during construction works and should the planning application be approved, then we require the promoter of these works to contact us directly to discuss our requirements in detail. Should diversionary works be required these will be fully chargeable.

We enclose an extract from our mains records of the area covered by your proposals together with a comprehensive list of precautions for your guidance. This plan shows only those mains owned by Northern Gas Networks in its role as a Licensed Gas Transporter (GT). Privately owned networks and gas mains owned by other GT's may also be present in this area. Where Northern Gas Networks knows these they will be represented on the plans as a shaded area and/or a series of x's. Information with regard to such pipes should be obtained from the owners. The information shown on this plan is given without obligation, or warranty, the accuracy thereof cannot be guaranteed. Service pipes, valves, siphons, stub connections, etc., are not shown but their presence should be anticipated. No liability of any kind whatsoever is accepted by Northern Gas Networks, its agents or servants for any error or omission. The information included on the enclosed plan should not be referred to beyond a period of 28 days from the date of issue.

21. Canal & River Trust (Former British Waterways)

Based on the information available our substantive response (as required by the Town and Country Planning (Development Management Procedure)(England) Order 2015 (as amended)) is that the Trust has no comment to make on the proposal.

22. Tees Archaeology

Response on addition information awaited.

23. Friends Of Stockton And Darlington Railway

No comments

24. Historic England

Thank you for your letter of 09 August 2023 regarding the above application. On the basis of the information available to date, in our view you do not need to notify or consult us on this application under the relevant statutory provisions, details of which are enclosed.

If you consider that this application does fall within one of the relevant categories, or you have other reasons for seeking our advice, please contact us to discuss your request.

25. Environmental Health Unit

I have read the ground gas risk assessment for the above application submitted by Solmek (Ref: S221131/GAS, 3rd April 2023). The details are satisfactory, and I can confirm that no gas protection measures are required. I have no objections from an environmental health viewpoint.

As there is no contamination on the site, I have no issue with the movement of earth mounds on the site. I note the submission of the site waste management plan and site waste sheets, and would advise that any concerns about the movement and disposal of waste is within the remit of the Environment Agency for their action on the disposal and re-use of waste material.

PUBLICITY

26. Neighbours were notified and two comments were received, a summary of those comments are included below.

- In a region with so much poverty that the parking should remain free in preston park enabling access without restriction.
- The local roads would also be quickly filled by those wishing to avoid paying for parking.
- In favour of making better use of the park and would welcome if there were plans to make it easier for community groups to run events in the park
- The proposals looks like a large supermarket impaled on traditional buildings and is completely out of character
- Hopes there is a consultation procedure where objections can be voiced and, hopefully, considered.

PLANNING POLICY

27. 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 Stockton on Tees Borough Council Local Plan 2019.

28. 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 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

29. 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.

30. 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.

31. The following paragraphs of the NPPF are considered relevant to the determination of the application.

38. Local planning authorities should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available, and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible

81. Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future. This is particularly important where Britain can be a global leader in driving innovation⁴², and in areas with high levels of productivity, which should be able to capitalise on their performance and potential.

87. Local planning authorities should apply a sequential test to planning applications for main town centre uses which are neither in an existing centre nor in accordance with an up-to-date plan. Main town centre uses should be located in town centres, then in edge of centre locations; and only if suitable sites are not available (or expected to become available within a reasonable period) should out of centre sites be considered.

88. When considering edge of centre and out of centre proposals, preference should be given to accessible sites which are well connected to the town centre. Applicants and local planning authorities should demonstrate flexibility on issues such as format and scale, so that opportunities to utilise suitable town centre or edge of centre sites are fully explored.

93. To provide the social, recreational and cultural facilities and services the community needs, planning policies and decisions should:

- a) plan positively for the provision and use of shared spaces, community facilities (such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments;
- b) take into account and support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community;
- c) guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs;
- d) ensure that established shops, facilities and services are able to develop and modernise, and are retained for the benefit of the community; and
- e) ensure an integrated approach to considering the location of housing, economic uses and community facilities and services.

110. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that :

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- b) safe and suitable access to the site can be achieved for all users;
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

111. Development should only be prevented or refused on highways grounds if there would be an

unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

112. Within this context, applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

126. The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process.

130. Planning policies and decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- b) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- c) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- d) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- e) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

131. Trees make an important contribution to the character and quality of urban environments, and can also help mitigate and adapt to climate change. Planning policies and decisions should ensure that new streets are tree-lined, that opportunities are taken to incorporate trees elsewhere in developments (such as parks and community orchards), that appropriate measures are in place to secure the long-term maintenance of newly-planted trees, and that existing trees are retained wherever possible. Applicants and local planning authorities should work with highways officers and tree officers to ensure that the right trees are planted in the right places, and solutions are found that are compatible with highways standards and the needs of different users.

132. Design quality should be considered throughout the evolution and assessment of individual proposals.

134. Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design

guidance and supplementary planning documents such as design guides and codes. Conversely, significant weight should be given to:

- a) development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or
- b) outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout

135. Local planning authorities should seek to ensure that the quality of approved development is not materially diminished between permission and completion, as a result of changes being made to the permitted scheme (for example through changes to approved details such as the materials used).

157. In determining planning applications, local planning authorities should expect new development to:

- a) comply with any development plan policies on local requirements for decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable; and
- b) take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption

174. Planning policies and decisions should contribute to and enhance the natural and local environment by:

- d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures;
- e) preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans; and
- f) remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate

183. Planning policies and decisions should ensure that:

- a) a site is suitable for its proposed use taking account of ground conditions and any risks arising from land instability and contamination.

184. Where a site is affected by contamination or land stability issues, responsibility for securing a safe development rests with the developer and/or landowner.

189. Heritage assets range from sites and buildings of local historic value to those of the highest Significance. These assets are an irreplaceable resource, and should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations.

194. In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance.

195. Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal.

197. In determining applications, local planning authorities should take account of:

- a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- c) the desirability of new development making a positive contribution to local character and distinctiveness.

199. When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

200. Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.

201. Where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

- a) the nature of the heritage asset prevents all reasonable uses of the site; and
- b) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
- c) conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and
- d) the harm or loss is outweighed by the benefit of bringing the site back into use.

202. Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

205. Local planning authorities should require developers to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact, and to make this evidence (and any archive generated) publicly accessible

Local Planning Policy

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

Strategic Development Strategy Policy 1 (SD1) - Presumption in favour of Sustainable Development

1. In accordance with the Government's National Planning Policy Framework (NPPF), when the Council considers development proposals it will take a positive approach that reflects the presumption in favour of sustainable development contained in the NPPF. It will always work proactively with applicants jointly to find solutions which mean that proposals for sustainable development can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

2. Planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.

3. Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise - taking into account whether:

- Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole; or,

- Specific policies in that Framework indicate that development should be restricted.

Strategic Development Strategy Policy 4 (SD4) - Economic Growth Strategy

1. Economic development needs will be directed to appropriate locations within the Borough to ensure the delivery of sustainable economic growth.

2. Proposals for the redevelopment of previously developed land, in particular prominent sites which have been derelict for a significant period of time, will be supported.

17. Support will be given to sustainable tourism proposals in the Borough's main town centres, tourist attractions, main parks and country parks, as well as enhancing the River Tees as a leisure, recreation and water sports destination. Out of centre proposals should be clearly related to activity in these areas and be of an appropriate scale, having regard to the intrinsic character of the countryside, in particular the desire to protect and enhance the tranquil River Tees, Leven and Bassleton Beck corridors as represented by the green wedge.

Strategic Development Strategy Policy 5 (SD5) - Natural, Built and Historic Environment

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

1. Conserve and enhance the natural, built and historic environment through a variety of methods including:

a) Ensuring that development proposals adhere to the sustainable design principles identified within Policy SD8.

j) Ensuring development proposals are responsive to the landscape, mitigating their visual impact where necessary. Developments will not be permitted where they would lead to unacceptable impacts on the character and distinctiveness of the Borough's landscape unless the benefits of the development clearly outweigh any harm. Wherever possible, developments should include measures to enhance, restore and create special features of the landscape.

k) Supporting proposals within the Tees Heritage Park which seek to increase access, promote the area as a leisure and recreation destination, improve the natural environment and landscape character, protect and enhance cultural and historic assets, and, promote understanding and community involvement.

l) Preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of ground, air, water, light or noise pollution or land instability. Wherever possible proposals should seek to improve ground, air and water quality.

m) Encouraging the reduction, reuse and recycling of waste, and the use of locally sourced materials.

2. Meet the challenge of climate change, flooding and coastal change through a variety of methods including:

a. Directing development in accordance with Policies SD3 and SD4.

b. Delivering an effective and efficient sustainable transport network to deliver genuine alternatives to the private car.

c. Supporting sustainable water management within development proposals.

d. Directing new development towards areas of low flood risk (Flood Zone 1), ensuring flood risk is not increased elsewhere, and working with developers and partners to reduce flood risk.

e. Ensuring development takes into account the risks and opportunities associated with future changes to the climate and are adaptable to changing social, technological and economic

- conditions such as incorporating suitable and effective climate change adaptation principles.
- f. Ensuring development minimises the effects of climate change and encourage new development to meet the highest feasible environmental standards.
 - g. Supporting and encouraging sensitive energy efficiency improvements to existing buildings.
 - h. Supporting proposals for renewable and low carbon energy schemes including the generation and supply of decentralised energy.

3. Conserve and enhance the historic environment through a variety of methods including:

- a. Celebrating, promoting and enabling access, where appropriate, to the historic environment.
- b. Ensuring monitoring of the historic environment is regularly undertaken.
- c. Intervening to enhance the historic environment especially where heritage assets are identified as being at risk.
- d. Supporting proposals which positively respond to and enhance heritage assets.
- e. Recognising the area's industrial heritage, including early history, railway and engineering heritage and the area's World War II contribution.

4. Priorities for interventions to conserve and enhance the historic environment include the conservation areas of Stockton and Yarm, assets associated with the route of the Stockton & Darlington railway of 1825, the branch line to Yarm and associated structures, and assets identified as being at risk. These assets, along with Preston Park, are also the priorities for celebrating the historic environment.

Strategic Development Strategy Policy 6 (SD6) – Transport and Infrastructure Strategy

1. To 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, routes for pedestrians, cyclists and other users, and to local services, facilities and local amenities
2. To ensure the road network is safe and there are reliable journey times, the Council will prioritise and deliver targeted improvements at key points on the local road network and work in conjunction with Highways England to deliver improvements at priority strategic locations on the strategic road network.
3. The Council will work with partners to deliver community infrastructure within the neighbourhoods they serve. Priority will be given to the provision of facilities that contribute towards sustainable communities, in particular the growing populations at Ingleby Barwick, Yarm, Eaglescliffe, Wynyard Sustainable Settlement and West Stockton Sustainable Urban Extension.
4. To ensure residents needs for community infrastructure are met, where the requirement is fully justified and necessary, the Council will support planning applications which:
 - a. Provide for the expansion and delivery of education and training facilities.
 - b. Provide and improve health facilities.
 - c. Provide opportunities to widen the Borough's cultural, sport, recreation and leisure offer.

Strategic Development Strategy Policy 8 (SD8) - Sustainable Design Principles

1. The Council will seek new development to be designed to the highest possible standard, taking into consideration the context of the surrounding area and the need to respond positively to the:
 - a. Quality, character and sensitivity of the surrounding public realm, heritage assets, and nearby buildings, in particular at prominent junctions, main roads and town centre gateways;
 - b. Landscape character of the area, including the contribution made by existing trees and landscaping;
 - c. Need to protect and enhance ecological and green infrastructure networks and assets;
 - d. Need to ensure that new development is appropriately laid out to ensure adequate separation between buildings and an attractive environment;
 - e. Privacy and amenity of all existing and future occupants of land and buildings;

- f. Existing transport network and the need to provide safe and satisfactory access and parking for all modes of transport;
- g. Need to reinforce local distinctiveness and provide high quality and inclusive design solutions, and
- h. Need for all development to be designed inclusively to ensure that buildings and spaces are accessible for all, including people with disabilities.

2. New development should contribute positively to making places better for people. They should be inclusive and establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit.

3. All proposals will be designed with public safety and the desire to reduce crime in mind, incorporating, where appropriate, advice from the Health and Safety Executive, Secured by Design, or any other appropriate design standards.

EG3 – Protecting Centres

1. Subject to the scale and catchment of the proposal, retail (A1 use class) development will be directed to suitable and available sites and premises in defined centres, as identified on the Policies Maps, in the following sequence:

- a. Stockton Town Centre Primary Shopping Area; then,
- b. Sites within the boundaries of Stockton Town Centre; then,
- c. Sites within the ground floor shopping frontages of the District Centres; then,
- d. Sites within the boundaries of the District Centres; then,
- e. Sites on the edge of Stockton Town Centre which have the opportunity to connect to the defined Primary Shopping Area; then,
- f. Sites on the edge of the District Centres which have the opportunity to connect to the District Centre's main shopping areas or frontages; then,
- g. Sites within the Local Centres; and finally,
- h. Sustainable out-of-centre locations within the limits to development.

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 format and scale of the development means it 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.

Policy TI2 – Community Infrastructure

1. There is a need to ensure that community infrastructure is delivered and protected to meet the needs of the growing population within the Borough. To ensure community infrastructure meets the education, cultural, social, leisure/recreation and health needs of all sections of the local community, the Council will:

- a. Protect, maintain and improve existing community infrastructure where appropriate and practicable;
- b. Work with partners to ensure existing deficiencies are addressed; and

c. Require the provision of new community infrastructure alongside new development in accordance with Policy SD7.

2. Proposals which would lead to the loss of valued local shops, services and facilities, including public houses and village shops, and reduce the community's ability to meet its day-to-day needs will not be supported unless:

- a. There is no demand for the facility in the locality and its continued future use would be economically unviable, or
- b. Equivalent alternative facilities are available nearby and the proposal would not undermine the community's ability to meet its day to day needs.

3. The Council will take into account listing or nomination of 'Assets of Community Value' as a material planning consideration.

4. To ensure needs for community infrastructure are met, the Council will:

- a. Support opportunities to widen the cultural, sport, recreation and leisure offer;
- b. Support proposals of education, training and health care providers to meet the needs of communities;
- c. Encourage the multi-purpose use of facilities to provide a range of services and facilities within one accessible location;

Policy ENV 1 – Energy Efficiency

1. The Council will encourage all development to minimise the effects of climate change through meeting the highest possible environmental standards during construction and occupation.

The Council will:

- a. Promote zero carbon development and require all development to reduce carbon dioxide emissions by following the steps in the energy hierarchy, in the following sequence:
 - i. Energy reduction through 'smart' heating and lighting, behavioural changes, and use of passive design measures; then,
 - ii. Energy efficiency through better insulation and efficient appliances; then,
 - iii. Renewable energy of heat and electricity from solar, wind, biomass, hydro and geothermal sources; then
 - iv. Low carbon energy including the use of heat pumps, Combined Heat and Power and Combined Cooling Heat and Power systems; then
 - v. Conventional energy.
- b. Require all major development to demonstrate how they contribute to the greenhouse gas emissions reduction targets set out in Stockton-on-Tees' Climate Change Strategy 2016; and
- c. Support and encourage sensitive energy efficiency improvements to existing buildings.

2. Proposals are encouraged where development:

- a. Incorporates passive design measures to improve the efficiency of heating, cooling and ventilation; and
- b. Includes design measures to minimise the reliance on artificial lighting through siting, design, layout and building orientation that maximises sunlight and daylight, passive ventilation and avoids overshadowing.

5. All new non-residential developments of 500 sq m and above of gross floor space will be required to:

- a. Submit an energy statement demonstrating how the energy hierarchy has been applied to make the fullest contribution to CO2 reduction; and
- b. Be completed to a Building Research Establishment Environmental Assessment Method (BREEAM) minimum rating of 'very good' (or any future national equivalent).

Policy ENV5 – Preserve, Protect and Enhance Ecological Networks, Biodiversity and Geodiversity

1. The Council will protect and enhance the biodiversity and geological resources within the Borough. Development proposals will be supported where they enhance nature conservation and management, preserve the character of the natural environment and maximise opportunities for biodiversity and geological conservation particularly in or adjacent to Biodiversity Opportunity Areas in the River Tees Corridor, Teesmouth and Central Farmland Landscape Areas.
2. The Council will preserve, restore and re-create priority habitats alongside the protection and recovery of priority species.
3. Ecological networks and wildlife corridors will be protected, enhanced and extended. A principal aim will be to link sites of biodiversity importance by avoiding or repairing the fragmentation and isolation of natural habitats.
4. Sites designated for nature or geological conservation will be protected and, where appropriate enhanced, taking into account the following hierarchy and considerations:
 - a. Internationally designated sites – Development that is not directly connected with or necessary to the management of the site, but which is likely to have a significant effect on any internationally designated site, irrespective of its location and when considered both alone and in combination with other plans and projects, will be subject to an Appropriate Assessment. Development requiring Appropriate Assessment will only be allowed where:
 - i. It can be determined through Appropriate Assessment, taking into account mitigation, the proposal would not result in adverse effects on the site's integrity, either alone or in combination with other plans or projects; or
 - ii. as a last resort, where, in light of negative Appropriate Assessment there are no alternatives and the development is of overriding public interest, appropriate compensatory measures must be secured.
 - b. Nationally designated sites - Development that is likely to have an adverse effect on a site, including broader impacts on the national network of Sites of Special Scientific Interest (SSSI) and combined effects with other development, will not normally be allowed. Where an adverse effect on the site's notified interest features is likely, a development will only be allowed where:
 - i. the benefits of the development, at this site, clearly outweigh both any adverse impact on the sites notified interest features, and any broader impacts on the national network of SSSI's;
 - ii. no reasonable alternatives are available; and
 - iii. mitigation, or where necessary compensation, is provided for the impact.
 - c. Locally designated sites: Development that would have an adverse effect on a site(s) will not be permitted unless the benefits of the development clearly outweigh the harm to the conservation interest of the site and no reasonable alternatives are available. All options should be explored for retaining the most valuable parts of the sites interest as part of the development proposal with particular consideration given to conserving irreplaceable features or habitats, and those that cannot readily be recreated within a reasonably short timescale, for example ancient woodland and geological formations. Where development on a site is approved, mitigation or where necessary, compensatory measures, will be required in order to make development acceptable in planning terms.
5. Development proposals should seek to achieve net gains in biodiversity wherever possible. It will be important for biodiversity and geodiversity to be considered at an early stage in the design process so that harm can be avoided and wherever possible enhancement achieved (this will be of particular importance in the redevelopment of previously developed land where areas of biodiversity should be retained and recreated alongside any remediation of any identified contamination). Detrimental impacts of development on biodiversity and geodiversity, whether individual or cumulative should be avoided. Where this is not possible, mitigation and lastly compensation, must be provided as appropriate. The Council will consider the potential for a

strategic approach to biodiversity offsetting in conjunction with the Tees Valley Local Nature Partnership and in line with the above hierarchy.

6. When proposing habitat creation it will be important to consider existing habitats and species as well as opportunities identified in the relevant Biodiversity Opportunity Areas. This will assist in ensuring proposals accord with the 'landscape scale' approach and support ecological networks.

7. Existing trees, woodlands and hedgerows which are important to the character and appearance of the local area or are of nature conservation value will be protected wherever possible. Where loss is unavoidable, replacement of appropriate scale and species will be sought on site, where practicable.

Policy ENV6 - Green Infrastructure, Open Space, Green Wedges and Agricultural Land

1. Through partnership working, the Council will protect and support the enhancement, creation and management of all green infrastructure to improve its quality, value, multi-functionality and accessibility in accordance with the Stockton-on-Tees Green Infrastructure Strategy and Delivery Plan.

2. Where appropriate, development proposals will be required to make contributions towards green infrastructure having regard to standards and guidance provided within the Open Space, Recreation and Landscaping SPD or any successor. Green infrastructure should be integrated, where practicable, into new developments. This includes new hard and soft landscaping, and other types of green infrastructure. Proposals should illustrate how the proposed development will be satisfactorily integrated into the surrounding area in a manner appropriate to the surrounding townscape and landscape setting and enhances the wider green infrastructure network.

3. The Council will protect and enhance open space throughout the Borough to meet community needs and enable healthy lifestyles. The loss of open space as shown on the Policies Map, and any amenity open space, will not be supported unless:

- a. it has been demonstrated to be surplus to requirements; or
- b. the loss would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
- c. the proposal is for another sports or recreational provision, the needs for which, clearly outweigh the loss; or
- d. the proposal is ancillary to the use of the open space; and
- e. in all cases there would be no significant harm to the character and appearance of the area or nature conservation interests.

4. Development within green wedges will only be supported where:

- a. it would not result in physical or visual coalescence of built-up areas;
- b. it would not adversely impact on local character or the separate identity of communities;
- c. it would not adversely impact on recreational opportunities; and
- d. it would not adversely impact on biodiversity

Policy ENV7 – Ground, Air, Water, Noise and Light Pollution

1. All development proposals that may cause groundwater, surface water, air (including odour), noise or light pollution either individually or cumulatively will be required to incorporate measures as appropriate to prevent or reduce their pollution so as not to cause unacceptable impacts on the living conditions of all existing and potential future occupants of land and buildings, the character and appearance of the surrounding area and the environment.

2. Development that may be sensitive to existing or potentially polluting sources will not be sited in proximity to such sources. Potentially polluting development will not be sited near to sensitive developments or areas unless satisfactory mitigation measures can be demonstrated.

3. Where development has the potential to lead to significant pollution either individually or cumulatively, proposals should be accompanied by a full and detailed assessment of the likely impacts. Development will not be permitted when it is considered that unacceptable effects will be imposed on human health, or the environment, taking into account the cumulative effects of other proposed or existing sources of pollution in the vicinity. Development will only be approved where suitable mitigation can be achieved that would bring pollution within acceptable levels.
4. Where future users or occupiers of a development would be affected by contamination or stability issues, or where contamination may present a risk to the water environment, proposals must demonstrate via site investigation/assessment that:
 - a. Any issues will be satisfactorily addressed by appropriate mitigation measures to ensure that the site is suitable for the proposed use, and does not result in unacceptable risks which would adversely impact upon human health and the environment; and
 - b. Demonstrate that development will not cause the site or the surrounding environment to become contaminated and/or unstable.

Policy HE2 – Conserving and Enhancing Stockton’s Heritage Assets

1. In order to promote and enhance local distinctiveness, the Council will support proposals which positively respond to and enhance heritage assets.
2. Where development has the potential to affect heritage asset(s) the Council require applicants to undertake an assessment that describes the significance of the asset(s) affected, including any contribution made by their setting. Appropriate desk-based assessment and, where necessary, field evaluation will also be required where development on a site which includes or has the potential to include heritage assets with archaeological interest. Applicants are required to detail how the proposal has been informed by assessments undertaken.
3. Development proposals should conserve and enhance heritage assets, including their setting, in a manner appropriate to their significance. Where development will lead to harm to or loss of significance of a designated or non-designated heritage asset the proposal will be considered in accordance with Policy SD8, other relevant Development Plan policies and prevailing national planning policy.
4. The loss of a heritage asset, in whole or part, will not be permitted unless the Council are satisfied that reasonable steps to ensure new development will proceed after loss has occurred.
5. Where the significance of a heritage asset is lost (wholly or in part) the Council will require developers to record and advance the understanding of the significance of the heritage asset in a manner proportionate to the importance of the asset and impact of the proposal. Recording will be required before development commences.
6. The following are designated heritage assets:
 - a. Scheduled Monuments - Castle Hill; St. Thomas a Becket’s Church, Grindon; Barwick Medieval Village; Round Hill Castle Mound and Bailey; Larberry Pastures Settlement Site; Newsham Deserted Medieval Village; Stockton Market Cross and Yarm Bridge
 - b. Registered Parks and Gardens - Ropner Park and Wynyard Park
 - c. Conservation Areas - Billingham Green; Bute Street; Cowpen Bewley; Eaglescliffe with Preston; Eggescliffe, Hartburn; Norton; Stockton Town Centre; Thornaby Green; Wolviston and Yarm
 - d. Listed Buildings
7. The Council has identified assets on a Local List, which are considered as having local heritage significance.
8. The route of the Stockton & Darlington Railway of 1825, the branch line to Yarm, and associated structures should be considered for their international interest.

9. Where the Council identifies a building, monument, ruin, site, place, area or landscape as having significance because of its heritage interest, it will be considered a heritage asset.

10. Non-designated heritage assets of archaeological interest that are demonstrably of equivalent significance to scheduled monuments, should be considered subject to policies for designated heritage assets.

11. Where archaeological remains survive, whether designated or not, there will be a presumption in favour of their preservation in-situ. The more significant the remains, the greater the presumption will be in favour of this. The necessity for preservation in-situ will result from desk-based assessment and, where necessary, field evaluation. Where in-situ preservation is not essential or feasible, a programme of archaeological works aimed at achieving preservation by record will be required.

12. Any reports prepared as part of a development scheme will be submitted for inclusion on the Historic Environment Record

Policy HE3 – Stockton & Darlington Railway

1. The Council will support development which safeguards the route of the historic Stockton & Darlington Railway of 1825, the branch line to Yarm and associated structures, and which preserves and enhances this cultural asset, its archaeological remains and setting.

2. The Council will require any proposal for development on or adjacent to the line(s) to show how the proposal has regard to the preservation of any physical remains along the route(s) and their interpretation on the ground, and otherwise respects and interprets the route(s) where those remains no longer exist.

MATERIAL PLANNING CONSIDERATIONS

33. The main material planning considerations of this application relate to whether it satisfies the requirements of National Guidance and Local Plan Policies, the impact of the proposed development on the locality in terms of visual impact and neighbouring amenity, land contamination, ecology, impacts on the setting of the listed building Preston Hall, nature conservation, traffic impacts and highway safety. These and all other material considerations are set out below:

Principle of Development

34. The NPPF sets out the governments objectives for the planning system and in particular those for achieving sustainable development, which has three distinct elements economic, social and environmental. The NPPF also includes a number of core planning principles. The National Planning Policy guidance seeks to encourage the efficient re-use of previously developed land within existing urban areas in addition to reducing the need to travel and reinforcing the local economy and community.

35. At the heart of the Framework is a presumption in favour of sustainable development on which decisions should apply (Paragraph 11). The NPPF confirms that significant weight should be placed on the need to support economic growth and productivity, taking into account both local needs and wider opportunities for development (Paragraph 81).

36. Policies SD6 and Policy T12 of the Local Plan seek to deliver community infrastructure and widen the cultural, recreation and leisure offer of the Borough. Policy SD4 also states that support will be given to sustainable tourism proposals, including not only those in the Borough's main town centres, but also tourist attractions, main parks and country parks.

37. The proposed development would enhance the existing offer and experience for visitors to Preston Park Museum by providing new space which allows the museum to display a more significant proportion of its collection and accommodate touring exhibitions. It would also take place in a location which is conveniently accessible by a range of means of transport, including non-car modes.
38. Policy SD4 also states that proposals for new town centre uses, which include museums, will be directed to suitable and available sites and premises within the hierarchy of centres, in accordance with the sequential tests set out in Policy EG3. It also makes clear that regard should be had to the catchment area of the proposal and that out of centre proposals should be clearly related to activity in these areas and be of an appropriate scale.
39. In this context, whilst in an out-of-centre location, the proposed development represents the extension of an existing established tourism development. The Planning Practice Guidance (PPG) also confirms that the application of the sequential test should be proportionate and appropriate for the given proposal. It would not be feasible to provide the additional museum space in any other location, aside from Preston Park, as it would not be able to perform the same role and function in terms of enhancing the existing attraction by increasing the amount of its collection which can be on display at any one time.
40. The building would provide an extension to an existing popular tourist attraction which is central to the offer at Preston Park. The application site is situated within the limits to development and within the defined boundary of the Tees Heritage Park and is within a sustainable and accessible location.
41. The proposal would enhance the visitor experience for both local residents and tourists from further afield and, in turn, strengthen the attraction's local distinctiveness and unique history. It would also give greater opportunities for visitors to explore and understand the importance of Stockton's history and aims to transform the park into a cohesive attraction for visitors to enjoy its rich heritage.
42. The application site is also allocated as an area of open space and green wedge within the Local Plan. Policy ENV6 of the Local Plan states that development within such areas would only be supported where it would meet one of the criteria set out within that Policy. In this instance, it is considered that the loss of an area of open space would be acceptable as the application proposes the expansion of an important visitor and community facility which would outweigh the loss of an area of open space, and there would be no significant harm to the character and appearance of the area or nature conservation interests. Furthermore, development within the green wedge is considered acceptable in this instance as it would not result in physical or visual coalescence of built-up areas, would not adversely impact on recreational opportunities, and it would not adversely impact on biodiversity. Rather, the development would seek to improve and enhance the recreational and community facilities within the site.
43. As such, the proposed development is considered to be appropriate in this location, and would accord with Policies SD4, SD6, TI2, EG3 and ENV6 of the Local Plan, as well as the provisions of the NPPF.

Impact on the Character of the Area

44. Paragraph 126 of the NPPF promotes the creation of high-quality buildings and places. It states that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. With paragraph 130 requiring that developments should not only maintain a strong sense of place but should improve the quality of the area. Developments should also be visually attractive as a result of good architecture, layout and appropriate and effective landscaping. In determining applications, paragraph 134 states that significant weight should be given to outstanding or innovative designs which promote high levels of sustainability or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.

45. The application proposes an extension to the existing museum which would be modern in design and would contrast with, but also compliment, the traditional form, character and appearance of the existing buildings on the site. The extension would be located on the existing north-western elevation, adjacent to ancillary buildings, with a glass structure proposed to connect the main part of the proposed extension to the existing ancillary buildings to allow for separation between the existing buildings and the main part of the extension. The location of the extension helps to mitigate its impact upon views of Preston Hall, the surrounding open space and woodland which are achieved from the main entrance to the park and pedestrian routes leading up to the hall. The careful siting of the extension would also help to avoid any significant adverse impact upon the character of the sider site as a whole.
46. Following consultation, the Landscape and Visual Officer has raised concerns regarding the limited details provided in relation to hard landscaping, and has specifically noted that the landscape design of the building entrance is very urban in its paving design and proposed street furniture. Therefore, it is suggested that this be reconsidered to reflect the unique setting of the park and listed Preston Hall building, and a condition would be attached to any grant of permission requiring details of proposed hard landscaping and street furniture to the building frontage, including all external finishing materials, finished levels, and all construction details confirming materials, colours, finishes and fixings, to be submitted for approval. Subject to this condition to control the hard landscaping area, the proposed extension is considered acceptable in terms of design, scale and location and would not adversely impact upon the character or visual appearance of the site.
47. The proposed car park extension would result in the development of only a small area of the open space in the southern part of the park. This area is currently used as an overflow car park in peak times, and as such the proposal seeks to formalise this existing arrangement. The proposed car park extension would not have a significant adverse impact upon the open nature of the this area of the site, nor would it impact on its character as it would simply represent an extension to the existing parking area. A condition would be attached to any grant of permission to secure the submission of details of the proposed enclosure for the car park extension to ensure the proposal would not adversely impact upon the character or visual amenity of the site and surroundings.
48. Policy SD5 seeks to protect and enhance green infrastructure, and ensure development proposals are responsive to the landscape, mitigating their visual impact where necessary. The proposal requires the removal of a number of trees across the site. Following consultation, the Landscape and Visual Officer has advised that these are lower quality trees, and therefore there are no objection to providing replacement planting is undertaken elsewhere within the Park, which would be secured by the imposition of a suitably worded planning condition. It is also proposed to remove trees from the orchard area. The submitted Aboricultural Impact Assessment proposes these trees could be relocated elsewhere on site, which would also be secured by condition.
49. Taking into account the above, as well as the response to Policy ENV6 set out earlier, it is not considered that the proposals would have any unacceptable impact upon the character and distinctiveness of the sites character, landscape and surroundings. The proposals are therefore considered to be in accordance with Policies SD5, SD8 and ENV5 in regard to landscape, design and visual impact.

Impact on Heritage Assets

50. The statutory duties of section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires Local authorities to have special regard to the desirability of preserving listed buildings or their setting or any features of special architectural or historic interest which they possess) with section 72 setting that with respect to any buildings or other land in a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.

51. Paragraph 194 of the framework requires that the significance of a heritage asset should be established to a level of detail proportionate to the asset's importance. A heritage assessment has been submitted with the application and it is considered that this submission meets the requirements of paragraph 194 of the NPPF and policies SD5, HE2 of the local plan enabling the significance of affected heritage assets to be appropriately understood and established to inform the decision making process.
52. The proposed extension is a two-storey structure and although the footprint and overall scale would be significant, it would still appear subservient to Preston Hall. The glass structure proposed to connect the main part of the proposed extension to the existing ancillary buildings would be of a limited height and would allow for some visual separation between the existing buildings and the main part of the extension. The external design of the building is modern and departs from the traditional form, character and appearance of the existing buildings on the site. This is most apparent in the extensive use of glass in the external elevations and the design of the roof structure. The modern design is intended so that the extension can be read as a later addition to the 19th-century and 20th-century phases of development within the site.
53. The extension will be connected to the ancillary structures by a double height glass covered 'street' providing a lightweight adjoining structure that allows the existing façade to be appreciated separately from the proposed extension. This part of the building is the lowest lying part of the structure and sits below the ridge height of the ancillary buildings. The south facing elevation containing the proposed museum entrance will feature large areas of glass to reduce the visual impact of the building.
54. The supporting statements advise that the modern design is intended to provide a clear visual contrast that allows the original buildings and the proposed extension to be clearly read separately. A traditional design approach for an extension of this size is not considered to be appropriate given the proximity to Preston Hall. The simple, modern design of the extension ensures that the imposing exterior of the Hall remains a key focal point and can continue to be appreciated for its historic and architectural value.
55. The proposed extension would be visible in views of Preston Hall from within the grounds and would noticeably increase the amount of development within its setting. The supporting information advises that the extension has been located in this location to appear as a prominent feature within Preston Park as it is intended to serve as the new entrance to the museum.
56. Overall, the prominence of the proposed development will have a significant impact upon the setting of Preston Hall. It is intended that Preston Hall will remain the most imposing structure in views from within the grounds despite the visual impact of the extension.
57. Guidance within the national planning practice guidance states that whether a proposal causes substantial harm is a matter of judgement for the decision maker. But it also goes on to state that in general terms substantial harm is a 'high test' so may not arise in many cases. It goes on to clarify that the important consideration is whether a key element of its special architectural or historic interest is adversely impacted so as to be seriously affected and that *"It is the degree of harm to the asset's significance rather than the scale of the development that is to be assessed"*.
58. The simple, modern design of the proposed extension and its set back position would also slightly mitigate the impact of the proposed development as it would be clearly interpreted as a later addition when seen alongside the Hall's grand façade. In this regard, the historic and architectural significance of the Hall will continue to be appreciated, albeit in an altered setting. As a result the overall impact to the setting of the Hall is considered to be less than substantial.

59. The proposed extension to the South Car Park would not be visible in views to or from Preston Hall, although it would change the appearance of part of the former grounds. This would be seen in the context of various developments that have taken place within the grounds since the 1950s. In this regard, the proposed car park extension would not impact upon the setting of Preston Hall and no effect upon its significance.
60. Following consultation, the Historic Buildings Officer has advised that, whilst acknowledging the benefits of the proposals to the museum and general offer to the public, it is evident that harm will be caused to the setting of the main Preston Hall and to the fabric of the associated outbuildings. The assessment of harm to the significance of the heritage assets and some justifications have been provided within the submitted documentation and updated heritage document, sufficient to meet NPPF 194. Any harm to a listed building should be weighed against the public benefits of the proposal (NPPF 202).
61. The NPPF advises at paragraph 202 that, where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use. In this instance, there would be a number of public benefits which will be set out below.

Economic Benefits

62. The proposed extension to, and expansion of, the existing museum would supporting new employment opportunities, including the creation of temporary construction jobs in developing the museum and car park extensions, as well as new permanent jobs within the museum itself which would be accessible to the local community, which is predicted to be up to five new jobs, opportunities for artists and creative practitioners, apprenticeship schemes, work placement and volunteering by local residents.
63. The extension to the building and enhancement of the existing facility would attract an increased number of visitors to the museum, thereby increasing the spending at Preston Park, as well as the additional spending within the Borough as a result of the addition visitor numbers, including linked trips to other tourist and visitor attractions in the Borough.

Social Benefits

64. The proposed development would result in the creation of new exhibition space to host nationally significant touring exhibitions to the region, which would enhance visitor experience and access to culture. The new exhibition space would also include family-orientated activities and social interaction, which would benefit both residents and visitors to the area from further afield. The provision of open and visible museum stores, which are unique to the region, would provide visitors with the ability to access objects which have not been previously available for public viewing due to the constraints of the existing museum facilities.
65. The proposed expansion of the museum would allow for additional learning opportunities, benefitting children of school age as well as adults; and create opportunities around apprenticeship schemes, work placement and volunteering. It would also enable further growth in opportunities around community engagement and co-production of exhibitions, as well as offering a range of adult learning programmes and school curriculum-based learning.
66. The extension to the south car park, which would provide additional parking provision which better meets visitors demand, both existing and that which would result from the proposed museum extension, and increases the capacity for numbers of visitors.
67. The supporting Heritage Impact Assessment has provided justification for the proposals which would deliver a scheme to improve and enhance the visitor offer and experience at Preston Park. Overall,

it is considered that the proposals fully accord with the requirements of Paragraph 202 of the NPPF (having regard to Section 72 of the Planning (Conservation Area and Listed Building) Act 1990 as the public benefits outweigh any potential harm which could be caused to the setting of existing heritage assets as a result of the development proposals.

Archaeology

68. Additional heritage information has been submitted and is currently being reviewed by Tees Archaeology. The response from Tees Archaeology will be circulated to Members for review ahead of the Planning Committee meeting.

Drainage/Flood Risk

69. In terms of surface water management and foul waste, the Councils Flood Risk Management Team (Lead Local Flood Authority) has advised that sufficient information has been provided to demonstrate that a surface water runoff solution can be achieved without increasing existing flood risk to the site or the surrounding area. However the LLFA has advised that a detailed design for the management of surface water runoff from the proposed development has not been provided, and this information should therefore be secured by condition.
70. As such, subject to the imposition of a suitably worded condition, it is concluded that the development accords with Policy ENV4 of the Stockton Local Plan given that the application proposals would be located in the area of lowest flood risk and that the hierarchy of drainage options has been reflected in the proposals.

Contamination

71. A ground gas risk assessment was submitted in support of the application. Following consultation, the Environmental Health Team has confirmed that the details are satisfactory, and that no gas protection measures are required. As such, the proposals are considered to be acceptable in terms of potential for land contamination, and therefore accord with the provisions of the NPPF and the Local Plan in this respect.

Noise and Vibration

72. The surrounding residential areas have the potential to be affected by noise and vibration from the proposed development and build period. Construction work is often associated with temporary increases in noise levels, which may result in short-term disturbance. It is also acknowledged that construction on this scale can generate a degree of dust and disturbance. Therefore a condition to control the construction hours would be attached to any grant of permission.
73. Following consultation, the Environmental Health Team has also raised concerns regarding plant noise on the roof of the extension. Due to the absence of detailed information on the plant, a condition has been recommended to be imposed on the development to control the noise levels from the plant.
74. As set out above, suitable conditions can therefore be applied to ensure that the amenity of existing neighbouring occupiers are not adversely impacted on during demolition and general construction activities, and the proposed development would therefore accord with Policies ENV7 and SD8 in this respect.

Highway Issues

75. A transport statement and a construction phase plan have been provided in support of the proposals. The transport statement sets out a potential 25% increase in visitor numbers, associated with the

extension to the museum building, which would increase the total parking demand for the whole site to 360 spaces. The proposed extension to the southern car park will increase the total visitor parking provision to 391 spaces, across the entire site, which is adequate to meet the predicted peak visitor demand.

76. Following consultation, the Highways, Transport and Design Manager confirmed that this parking provision is considered to be adequate to meet the predicted peak visitor demand, requested that the parking provision for museum staff and volunteers be increased. Revised plans showing an increase in the proposed number of staff parking spaces have subsequently been submitted to address this issue. Furthermore, the construction phase plan has been reviewed and is considered to be acceptable, and compliance with this should be secured by condition.
77. Therefore, the proposed scheme is considered to be acceptable in terms of parking provision and impact on highway safety. The proposed development would therefore accord with Policy TI2 of the Local Plan and the provisions of the NPPF.

Ecology

78. The application is accompanied by a preliminary ecology appraisal, which concludes that the site overall is of moderate ecological value. The Ecological Appraisal recommends appropriate mitigation and compensation measures to be taken into consideration, including pollution control measures, breeding bird risk assessments. It is also intended that surveys of the potential of buildings and trees for bat roost potential be undertaken, and the results will be provided to Council when available. Taking into account these mitigation measures, and any others recommended pursuant to the bat surveys, it is not considered that the development proposals would have any material impact upon the existing ecological value.
79. A Biodiversity Net Gains Assessment has also been submitted in support of the application. The Assessment concludes that there will be total net unit change of +0.05 habitat units and +0.07 hedgerow units, which equates to +3% and +23.42% respectively. Therefore trading rules have been satisfied under this calculation. The report recommends that appropriate creation and future management measures should be implemented to ensure successful establishment of habitats and their maintenance in a favourable condition. Such measures should be stipulated in a BNG Management and Monitoring Plan, focused on the delivery of long-term management and monitoring of created or enhanced features. A condition to secure the submission and approval of a Management and Monitoring Plan would be attached to any grant of permission.
80. Therefore, subject to the imposition of suitably worded conditions as recommended in the ecological appraisal and Net Gains Assessment, it is considered that the site is acceptable in respects of any ecological impacts, and that the proposed development would not only safeguard habitats but can achieve biodiversity gains in accordance with the requirements of the NPPF and Local Planning Policies.

Low Carbon

81. The level of developable floor space proposed through the application, has triggered the requirement for an energy statement, which has been submitted in support of the application and which demonstrates how the development will achieve a 10% reduction in CO2 omissions over and above current building regulation requirements and provides at least 10% of total predicted energy requirements of the development from renewable energy sources either on site or in the locality. A condition requiring the development to be carried out in line with the scheme set out within the submitted Energy Statement in to achieve the requirements of Policy ENV1 is therefore recommended and would be attached to any grant of permission.

Residual Matters

82. Comments in relation to potential charging for car parking and the potential associated consequences are not a consideration under this application. Such matters are for the management of Preston Hall and Park.
83. Equally ease of use of the facilities for community groups and organisations is a matter for the management of the Hall and Park and not a material planning consideration.
84. With regards to consultation, this has been carried out in accordance with the requirements of the Development Management Procedure order and all comments received in response to the planning application have been taken into account.

CONCLUSION

85. For the reasons outlined above, it is recommended that the application be Approved with Conditions for the reasons specified above.

Director of Finance, Development and Business Services
Contact Officer Joanne Wood Telephone No

WARD AND WARD COUNCILLORS

Ward	Eaglescliffe East
Ward Councillor	Councillor Stefan Houghton
Ward Councillor	Councillor Jim Taylor

IMPLICATIONS

Financial Implications:

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 2019

Supplementary Planning Documents

SPD2 – Open Space, Recreation and Landscaping - Dec 2009/2014

SPD3 – Parking Provision for Developments - Oct 2011

SPD4 – Conservation and Historic Environment Folder - Jan 2006