
APPLICATION DETAILS

Application No:	17/0256/FUL
Location:	Brambles Farm Hotel, Cargo Fleet Lane, Middlesbrough, TS3 8EL
Proposal:	Demolition of existing public house building and the erection of new petrol station including ancillary retail store with associated access, parking and landscaping works.
Applicant:	Euro Garages Ltd
Agent:	Miss Emily Robinson
Ward:	Berwick Hills/Pallister
Recommendation:	Approved with Conditions

SUMMARY

Planning permission is sought to erect a petrol filling station with ancillary retail store, access, parking and landscaping.

The application site is un-allocated within the Middlesbrough Local Plan and located alongside a key road corridor within east Middlesbrough. The area is characterised by mixed uses, predominantly residential.

Officers raised concerns with the initial scheme over its potential impact on the local highway network and road safety. Following reconfigurations and additional highway modelling work, a solution has been reached which has addressed the initial concerns.

Although other issues have been raised following the consultation phase, the principal issues for Members to consider are the overall use of the site and the impacts on the nearby residential occupiers.

The proposed use of the site is considered to be appropriate for this location along a key highway within Middlesbrough and is of a scale which is considered to be appropriate for the site and in relation to its surrounding. The proposed use will result in additional traffic to the site and elements of noise and disturbance although it is considered that these and other impacts would not unduly affect the amenity of residential properties in the wider area.

It is considered that the proposed development is in accordance with both local and national planning policies and it is the officer's recommendation to approve subject to conditions.

SITE AND SURROUNDINGS AND PROPOSED WORKS

The application site is located on the southwest corner of the junction of Longlands Road and Cargo Fleet Lane.

The surrounding area has a variety of uses with residential being the most prominent to the south and west of the application site. To the north, there is an element of residential uses but the majority is retail and commercial uses. The land immediately adjacent to the east is primary open space.

The existing 0.2 ha site features a 2/3 storey high building, which is set back from the north and east boundaries of the site. In front of the existing building, the site is largely tarmacked and has a dwarf brick wall around the perimeter. Historically, the application site benefited from two vehicular access points - one from Longlands Road and one from Cargo Fleet Lane. In recent years, the access point from Longlands Road has been closed by means of bollards.

The site is currently not in use, having ceased trading a couple of years ago as a public house. The building has a unique character, which has been created by its setting on this corner site. Despite its architectural interest, the building is neither designated as a Listed or Locally Listed Building.

The proposed development seeks to demolish the existing buildings on site and erect a new petrol filling station with associated kiosk building with retail shop and café. The arrangement of the proposed development follows a typical petrol filling station layout with the forecourt (pumps and freestanding canopy) situated in front of the building, which would be positioned in a similar location to the existing building.

The building has an approximate footprint of 27 metres in width and 12 metres in depth, and a height of approximately 5.5 metres at the front and 3.8 metres at the rear with a mono-pitched roof over. The external finish to the building would be a combination of cladding, glazing, render and engineering brickwork.

The proposed forecourt canopy would have a clearance of approximately 5 metres.

The dwarf brick wall around the north and east boundaries would be replaced by a timber knee rail fence. Part of the rear perimeter will retain the existing brick wall and parts will include a new two-metre high close boarded timber fence.

The two historical vehicular access and egress points would be reopened but would be widened and repositioned marginally further away from the crossroads.

Eleven vehicular parking spaces (including two accessible spaces) and a cycle stand would be provided within the site for customers of the retail unit and ancillary cafe element.

A full landscaping scheme is proposed around the perimeter of the site, which includes a number of trees and variety of shrubs.

PLANNING HISTORY

There is no relevant planning history.

PLANNING POLICY

In accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004, Local Planning Authorities must determine applications for planning permission in accordance with the Development Plan(s) for the area, unless material considerations indicate otherwise. Section 143 of the Localism Act requires the Local Planning Authority to take local finance considerations into account. Section 70(2) of the Town and Country Planning Act 1990 (as amended) requires Local Planning Authorities, in dealing with an application for planning permission, to have regard to:

- a) *The provisions of the development plan, so far as material to the application;*
- b) *Any local finance considerations, so far as material to the application; and*
- c) *Any other material considerations.*

The following documents together comprise the Development Plan for Middlesbrough;

Middlesbrough Local Plan;

- *Housing Local Plan (2014);*
- *Core Strategy DPD (2008, policies which have not been superseded/deleted only);*
- *Regeneration DPD (2009, policies which have not been superseded/deleted only);*
- *Tees Valley Joint Minerals and Waste Core Strategy DPD (2011);*
- *Tees Valley Joint Minerals and Waste Policies & Sites DPD (2011);*
- *Middlesbrough Local Plan (1999, Saved Policies only); and*
- *Marton West Neighbourhood Plan (2016, applicable in Marton West Ward only).*

The overarching principle of the National Planning Policy Framework (NPPF) is to support sustainable development, and that it should go ahead without delay. It defines the role of planning in achieving economically, socially and environmentally sustainable development and recognises that each are mutually dependent. The NPPF requires local planning authorities to approach development management decisions positively, utilising twelve 'core planning principles', which can be summarised as follows:

- *Being plan led;*
- *Enhancing and improving areas;*
- *Proactively drive and support sustainable economic development to deliver homes, business, industry and infrastructure and a thriving local economy;*
- *Always seek a high quality of design and good standard of amenity for existing and future occupants;*
- *Take account the different roles of areas, promoting the vitality of the main urban areas whilst recognising the intrinsic character of the countryside;*
- *Support the transition to a low carbon future, taking full account of flood risk, resources and renewables;*
- *Contribute to conserving and enhancing the natural environment;*
- *Encourage the effective use of land;*
- *Promote mixed use developments;*
- *Conserve heritage assets in a manner appropriate to their significance;*
- *Actively manage patterns of growth making fullest use public transport, walking and cycling and focus significant development in sustainable locations; and*
- *Take account of local strategies to support health, social and cultural well-being and deliver community and cultural facilities to meet local needs.*

The planning policies and key areas of guidance that are relevant to the consideration of the application are:

H1 - Spatial Strategy

DC1 - General Development
CS4 - Sustainable Development
CS5 - Design
CS7 - Economic Strategy

The detailed policy context and guidance for each policy is viewable within the relevant Local Plan documents, which can be accessed at the following web address.
<https://www.middlesbrough.gov.uk/planning-and-housing/planning/planning-policy>

CONSULTATION AND PUBLICITY RESPONSES

Neighbouring properties and statutory consultees have been notified of the proposed development and the following responses have been received.

Technical Consultees

MBC Highway Engineers – No objections.

MBC Transport Planning – initially had concerns about the impact of the proposed development on the operation of the surrounding highway network, both on capacity and road safety grounds. Following detailed discussion with the developer and consultants, these concerns have largely been addressed and there are no objections to the proposed development.

MBC Waste Policy – No objections.

MBC Environmental Health – No objections.

Neighbouring Properties Comments

257 Cargo Fleet Lane objects:

- There is already a problem with traffic congestion.
- There has been several accidents and minor incidents over the years.
- The access/egress off Longlands Road has been blocked off for 5 years due to public and road safety.
- Vehicles will use this as a short cut to avoid the traffic lights.
- This development would present safety issues and substantially add to the congestion in the area.

261 Cargo Fleet Lane objects:

- The junction of Cargo Fleet Lane and Longlands Road is one of the busiest in Middlesbrough. I believe that this development would significantly hamper traffic flow and increase the likelihood of accident involving both vehicles and pedestrians.
- Traffic travelling in a westerly direction along Longlands Road or turning in that direction from Cargo Fleet Lane would need to slow down considerably to manoeuvre a nearly 180 degree turn to approach the petrol pumps and then turn a full 180 degrees within the forecourt to be able to rejoin Longlands Road.
- Traffic travelling in both directions along Cargo Fleet Lane would need to turn 180 degrees within the forecourt to resume their journey.
- Traffic travelling south on Cargo Fleet Lane would need to cross two lanes of traffic at a point where Cargo Fleet Lane narrows and north bound traffic is splitting into two lanes, this traffic would also need to be crossed on exit to resume southbound, there is also a bus stop close by on the south bound carriage way.

- On the forecourt you would have vehicles entering from Longlands Road needing to turn 180 degrees to exit onto Longlands Road also traffic entering from Cargo Fleet Lane turning 180 degrees to exit back onto Cargo Fleet Lane there would also be traffic that would enter and exit from opposite entry/exit points, then you would have vehicles using the drive in reverse out parking bays in very tight high traffic areas, also pedestrian safety would need to be considered within the forecourt area and on the junction itself.

Several residents from Jupiter Court object:

A letter of objection taking the style of a petition was received from a number of residents of Jupiter Court. Although the Council does not suspect anything untoward and acknowledges that some residents here have genuine concerns over the development, it is noted that there are no individual signatories, but simply a list of names which has been completed by the petition coordinator. A summary of their objections is given below.

- The residents experience fumes and dust from thousands of cars and lorries that go past.
- Do not need a petrol station nearby or the large shop.
- There is the added risk of accidents in the area.
- With four petrol pumps, there is the added risk of fire.

Rontec Watford Limited object:

- This proposal will result in the loss of a key community asset within the local community, which is not supported by either national or local planning policy.
- The red line boundary of the site extends into the area marked as Primary Open Space. This proposal would not have an over-riding benefit for the community and as such, primary open space should be provided as part of this scheme, in line with the requirements of this policy.
- Until the applicant has completed a robust and thorough site investigation survey, this application should be refused.
- This proposal is likely to significantly increase the levels of traffic on the road and worsen the current situation.

Public Responses

Number of original neighbour consultations	145
Total numbers of comments received	4
Total number of objections	4
Total number of support	0
Total number of representations	0

PLANNING CONSIDERATION AND ASSESSMENT

1. The application before Members is a full planning application for the demolition of the existing Brambles Farm Hotel building and the subsequent development of a petrol filling station with associated amenity building incorporating a pay desk, retail shop and café element. The matters of detail such as design, scale, layout, landscaping and access must be considered as well as the principle of development.
2. The principal issues to consider with this application generally centre on Highways and Environmental Health matters. From a highways perspective due consideration is given to the proposed access/egress arrangements and the general impacts on the local highways network. Environmental Health concerns have focussed on the impacts of the

development on the living conditions of the occupiers of the neighbouring Jupiter Court tower block.

Relevant Policies

3. The relevant policies in the Development Plan regarding this application are Policy H1 (Spatial Strategy), DC1 (General Development), CS4 (Sustainable Development), CS5 (Design) and CS7 (Economic Strategy). In general terms, these policies seek to achieve high quality development, ensures the right uses are in the right places and minimise the impacts on the local area and neighbouring occupiers.
4. Policy CS4 requires all development to contribute to achieving sustainable development by creating inclusive communities, ensuring everyone has access to facilities that they need in their daily lives, promotion of a healthier and safer community, being located so that services and facilities are accessible on foot or by sustainable transport, making the most efficient use of land with priority given to development on previously developed land, protecting biodiversity assets, and by delivering development of a high quality design that improves the townscape.
5. Policy CS5 requires all development proposals to secure a high standard of design that is well integrated with the immediate and wider context, create a safer and attractive environment, and to ensure a quality of new development that enhances the built and natural environment.
6. Through the Spatial Vision of the Core Strategy (2008), the Housing Local Plan (2014) and its Policy H1, there is a commitment to focus new employment development in specific locations, including the East Middlesbrough Business Action Zone (EMBAZ). This policy also requires development to be sited within the urban area where they are accessible to the community that they serve, and that development fully integrates with the sustainable transport network.
7. Core Strategy policy DC1 attaches great importance to the visual appearance and layout of development and its relationship with the surrounding area in terms of scale, design, amenities of occupiers of nearby properties and the use of materials.
8. Policy CS7 states that the Council will support and encourage employment proposals that assist in the delivery of economic prosperity and developing Middlesbrough's role as part of the heart of a vibrant and prosperous Tees Valley city region.

Principle of Proposed Development

9. An objection has been raised that part of the west of the site is allocated as Primary Open Space (Policy E7) although this is land immediately adjacent. The application site is unallocated within the Local Plan given it is a brownfield site. It is noted however that there is a cartographic error with the Local Plan Proposals map which leads to the Primary Open Space hatch partly overlapping with the application site.
10. Policy H1 outlines that proposals of this nature need to be sited within the urban area where they are accessible to the community they serve and satisfy the requirements of sustainable development. As the proposal is sited within an urban area and accessible to the community, it is deemed to be in line with policy CS4.
11. Through the renovation of a vacant and neglected site, the proposal is considered to contribute towards several of the principles of sustainable development. In particular, the development makes the most efficient use of land with priority given to development on vacant and derelict sites and buildings, and delivering development of a high quality design that contributes towards improvements in the quality of the townscape. Moreover, the proposal is considered to deliver economic benefits to the local area and

bring a vacant site back into a long-term sustainable use which will serve the local and wider communities.

12. It is necessary to consider the loss of a building which holds local, community value. Numerous local alternatives have been listed in the Planning Statement, which could provide a replacement community asset. Given the closure of the public house in late 2015, and the length of time that the existing public house building has remained vacant since then, it is questionable whether it can still be classed as an established community facility that offers value in retention. Although the site and its previous use was of high value to the community, the site no longer offers this value in its vacant state. Additionally, potential for refurbishment or modernisation of the building is unlikely due to the age of the building and it being in such a poor state of repair. Efforts to restore the building to its previous state and attributed value would require significant levels of investment that reduce the viability of such proposals, evident from its long-term vacancy.

Impact on Traffic and Travel Patterns

13. Given the location of the development site directly adjacent to the A171 (Cargo Fleet Lane) and A1085 (Longlands Road), which are key north-south and east-west highway corridors respectively, the implications of the development on the capacity of the junction and on road safety need to be considered. The volume of traffic using the junction is high with between 2500 and 3000 vehicles passing through it during the morning and afternoon peak hours. The application is supported by a Transport Assessment which examines the accessibility of the site as well as the impact of any additional traffic on the highway network and the free flow of traffic.
14. As noted, the site is served by two vehicular accesses. Only the Cargo Fleet Lane access has been in use in recent years, with the access onto Longlands Road closed by means of concrete bollards. The access onto Cargo Fleet Lane has also recently been closed by means of bollards, presumably to prevent any unwanted trespass onto the currently vacant site. Both accesses are located within 30 metres of the Cargo Fleet Lane/Longlands Road junction.
15. Given its location directly adjacent to the Cargo Fleet Lane/Longlands Road junction and at the intersection of the busy Cargo Fleet Lane and Longlands Road Corridors, vehicular movements into and out of the site will have a direct impact on the operation of the junction. Officers considered it imperative that the access arrangements for the proposed development are designed to mitigate this impact.
16. The initially proposed amendments to the existing road layout by the applicant were considered insufficient to ensure the safety of all highway users. Moreover, the combination of vehicles turning into and out of the site and the slow-moving nature of traffic on this section of Cargo Fleet Lane during the morning and afternoon peak periods was considered likely to exacerbate the queueing and congestion that currently occurs.
17. The applicant's transport consultant along with the Council's highways officers considered various road and traffic modelling reconfigurations with the intention of addressing these highways issues. Ultimately, a solution has been reached and officers are satisfied that the proposed development will not have a significant detrimental impact on the operation of the junction either from a capacity or a safety perspective. Moreover, taking into account the fact that there is already potential for trip generation due to the permitted use of the site as a public house or a restaurant, officers have raised no objections to the proposals from a highways perspective.

18. Eleven car parking spaces are proposed within the site, which is in line with the maximum level of provision (based on a ratio of one space per 30 square metres of retail space) set out in the Tees Valley Design Guide and Specification. Two of these spaces will be reserved for blue badge holders, again in line with the level of provision set out in the Tees Valley Design Guide and Specification.
19. The Transport Assessment details the accessibility of the site to non-car users, and highlights the fact that it is within easy walking and cycling distance of a substantial number of residential properties. The Transport Assessment also highlights the fact that the site is well served by public transport, with regular scheduled bus services on both Cargo Fleet Lane and Longlands Road.

Design, Layout, appearance and impacts on surrounding uses

20. In terms of the design criteria of Policy CS5, it is the view of officers that the proposal would significantly improve the aesthetics of a site that has remained run-down and deteriorated since the closure of the public house over two years ago, remaining sensitive to local characteristics in respects of scale, site topography and nearby developments. The proposal is considered to improve the current site environment and public realm, respecting the adjacent primary open space through a detailed landscape theme, whilst removing pressures of vandalism and anti-social behaviour that the site has faced since closure.
21. Policy DC1 seeks to ensure that the effect upon the surrounding environment and the amenities of occupiers of nearby properties will be minimal as a result of development. It is noted that comments have been raised from some of the residents of the Jupiter Court tower block, which is situated at the rear of the site, with regard to the issue of dust. Although there is likely to be some sort of impact on the local area from activities at the site, the overall impact of the proposals is not considered to be significantly harmful. Other impacts of the development and associated uses will relate to noise and disturbance as a result of traffic and patrons of the site although in view of the intervening distances and the location of the site relative to a busy highway as well as the nature and characteristics of the surrounding area, it is considered the impacts on residential amenity would not be significant, particularly taking into account the existing use of the site as a hotel / public house which itself has the potential to cause noise and disturbance in the late hours. The Environmental Health team has requested two conditions be imposed on the development relating to noise and lighting. With these conditions, it is considered that the impacts on the surrounding environment and occupiers will be acceptable and, therefore, the proposals would adhere to Policy DC1.
22. As for local Policy CS7, the proposal is deemed to be in accordance with the strategic direction of economic growth outlined in the Local Development Plan, replacing an inactive and redundant site with one that offers real economic benefits to the area. The site would provide employment opportunities for local people, whilst complementing nearby commercial development and acting as a catalyst for future regeneration. As noted previously, the likelihood of the site returning to its previous use of a public house is considered to be limited by its viability, as well as the instability of the industry it operates within. Contrastingly, the proposal offers an alternative, sustainable long-term use that would bring a stable economic boost to a site that is currently inactive and of no economic benefit to the area.

Drainage and Flood Risk

23. In terms of drainage and flooding issues, the site is located within flood zone 1 meaning that there is a very low risk of flooding from rivers. A drainage strategy has been provided which advises how the development will be drained sustainably. The Council's Highways Engineers have considered this information to be acceptable subject to a condition requesting a surface water drainage scheme based on this strategy.

Ecology

24. The application was also accompanied by an ecological assessment, which considers whether protected flora and fauna would be adversely affected by the proposed development. The assessment, which has been carried out by experienced ecological personnel, found there to be no evidence of any protected species inhabiting or foraging within the main buildings or the site curtilage. It is the officer's view that the proposed development could take place without harming any protected species.

Retail Element

25. The submitted drawings show that the proposed amenity building would not only operate as a pay kiosk but also as a retail unit with ancillary café facilities. As the application site is unallocated land on the adopted Proposals Map, consideration must be given as to whether the proposed retail unit and café are appropriate at this site. It is noted, however, that the current use as public house could reopen with expanded food provision without the need of planning permission.
26. Moreover, no more than 100 metres south along Cargo Fleet Lane is a small parade of shops, which is unallocated on the adopted Proposals Map. Likewise the small parade of shops along Kestrel Avenue, which is situated across the junction and approximately 40 metres away. The proposed development is seen to add to these unallocated retail functions and, thus, not appear out of place in this location. It should also be mentioned that the design of the petrol filling station with associated amenity building is a standardised arrangement nationwide.

Conclusions

27. Although the application site was previously a building that may have held some value to the community, the prospects of regaining this previous value through renovation as a public house is deemed to be hindered by its lack of viability and significant cost, which is evidenced by its long-term vacancy and the failed attempts to market the site for redevelopment as a new public house.
28. On balance, the proposals are considered to constitute a high quality, sustainable development, which will assist the local economic growth of the area and enhance the appearance of the site and contribution to the wider environment. The proposed uses are considered to be appropriate for this site. It is also considered that the design and layout of the scheme are acceptable and fully in accordance with the relevant local policies, namely DC1 and CS5. The proposed landscaping scheme is considered to be suitable for the development and respects the adjacent open space along Longlands Road.
29. The transportation and traffic impacts of the development, following review, are considered to be acceptable and would not unduly affect highway safety or the free flow of traffic.
30. The proposals do not conflict with any local or national planning policies and they support the delivery of the spatial vision set out in the Local Plan. The analysis has shown that there are no technical reasons why the proposed development should be refused and it is the recommendation to approve conditionally.

RECOMMENDATIONS AND CONDITIONS

Approved with Conditions

1. Time Limit
The development to which this permission relates must be begun not later than the expiration of three years beginning with the date on which this permission is granted.

Reason: The time limit condition is imposed in order to comply with the requirements of Section 91 of the Town and Country Planning Act 1990.
2. Approved Plans
The development hereby approved shall be carried out in accordance with the following approved plans received on 20th April 2017:

Planning Site Layout
Building Plans and Elevations
Site Elevations
Landscape Layout (by Dep Landscape Architecture Ltd)
Drainage Strategy Layout (by Topping Engineers) (C-50 Rev A)

Reason: To ensure a satisfactory form of development and for the avoidance of doubt.
3. Samples of Materials
No development shall commence until details and samples of the materials to be used in the construction of the amenity building hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details/samples.

Reason: To ensure an appropriate finishing appearance to the dwelling in the interests of the amenities of the local area.
4. Temporary Car Parking for Operatives
Before the construction of the dwelling house hereby permitted commences, a plan showing the location of temporary car parking to accommodate operatives and construction vehicles during the development of the site and measures to protect any existing footpaths and verges shall be submitted to and approved in writing by the Local Planning Authority and implemented upon commencement of construction and thereafter such parking is to be removed on completion of the works.

Reason: In the interests of amenity and highway safety.
5. Surface Water Drainage
No building hereby permitted shall be occupied until surface water drainage works have been implemented as part of the development hereby approved. The surface water drainage works shall be submitted to and approved in writing by the local planning authority and be designed in accordance with the approved Drainage Strategy Layout (drawing C-50 Rev A). For the avoidance of doubt, the Greenfield run off rate shall be 3 l/s as stated in the text and not 19 l/s as shown on the drawing.

Reason: In the interests of a sustainable development.
6. Site Investigation and Remediation
Before the commencement of any development works hereby approved, a full and competent site investigation, including a risk assessment, to identify any contamination present and to specify any remediation works which may be needed to be carried out to the site in order to bring it to a standard suitable for use, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, any remediation works required shall be carried out in accordance with the approved details prior to the commencement of the development. Prior to the commencement

of development on site, validation of the remediated site shall be provided in the form of a detailed completion statement confirming that works set out and approved by the local planning authority were completed and that the site is suitable for its intended use.

Reason: To ensure the appropriate decontamination of the site in the interests of safety, local amenity, and the amenity of the future occupiers of the site.

7. Details of External Lighting

No external lighting, including floodlighting, shall be erected other than in accordance with details to be first submitted to and approved in writing by the Local Planning Authority. The details shall include a plan which identifies the location of external lighting and lighting columns along with lighting levels that will be provided at the development and lighting levels and glare at the facades of each floor at neighbouring premises in accordance with the Institute of Lighting Professionals 'Guidance Notes for the Reduction of Obtrusive Light 2011'. The construction and use of the external lighting shall be carried out in accordance with the approved details.

Reason: In the interests of the amenities of the area and for an appropriate lighting scheme.

8. Sound Insulation of Plant/Machinery

A BS: 4142 noise assessment for fixed plant and equipment, including extract ventilation units, shall be submitted to and approved in writing by the Local Planning Authority before the use hereby approved is brought into operation. The assessment shall identify predicted noise levels at the site and their associated impact upon neighbouring residential properties either in existence or with the benefit of planning approval at the time of this decision. The assessment shall detail a scheme of mitigation to control noise to a level to be agreed before the assessment is undertaken. Any measures identified in the noise assessment to protect residents from noise generated from the site shall be implemented before the use of the development commences and maintained in place and operational while ever the use is in operation.

Reason: To ensure that satisfactory noise attenuation measures are carried out and in the interests of the amenities of the area and to accord with the requirements of the guidance contained within the National Planning Policy Framework (para. 17).

9. Landscape Details

The soft landscape works as detailed in the approved Landscape Layout drawing shall be implemented as part of the approved development and implemented in the first available planting season after the first occupation of the site.

Reason: To ensure the satisfactory implementation of an approved landscaping scheme in the interests of the visual amenities and landscape features of the area.

10. Replacement Planting

If within a period of five years from the date of the planting of any tree, that tree, or any tree planted in replacement of it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the Local Planning Authority, seriously damaged or defective, another tree of the same species and size as that originally planted, shall be planted at the same place, unless the Local Planning Authority gives its written consent to any variation.

Reason: In the interests of the amenities of the area.

REASON FOR APPROVAL

The proposed development of a new petrol filling station including ancillary retail store with associated access, parking and landscaping works on land at the former Brambles Farm Hotel site is considered to be appropriate as it is in full accordance with national and local planning policies, statements and guidance.

In particular, the proposal is in accordance with the National Planning Policy Framework, and the policies regarding commercial development, sustainable development, the efficient use of land, appropriate scales of development, the protection of open spaces of different characters and uses, good quality design, and transport and accessibility, whilst proposing a development that would not be out of scale and character within the surrounding area, and would not be detrimental to the local and residential amenities of the area.

Issues of principle regarding the use of this site and the generation of traffic have been considered fully and are not considered, on balance, to give rise to any inappropriate or undue affects. Accordingly, the Local Planning Authority considers that there are no material planning considerations that would override the general assumption that development be approved unless other material factors determine otherwise.

INFORMATIVES

Highways Informatives

The applicant is strongly advised to contact the Highway Authority (tel: 01642 728156) prior to any work commencing on site in order that a pre-inspection of the highway can be undertaken and agreement reached on suitable protection to prevent damage to the highway during construction. Failure to do this may result in the Highway Authority using powers available to them to impose such restrictions they deem necessary to protect the existing highway. Any damage that does occur will be deemed the responsibility of the person undertaking the work along with the liability for reinstatement.

Interference or alteration of the highway requires a licence under the HA 1980. Connections to public sewers in the highway require a licence under NRSWA 1991. The applicant should contact the Highway Authority (tel: 01642 728156) before any work commences on site, allowing a minimum of 7 days notice, or 30 days in the case of a NRASWA licence, if either or both of these licences are required.

The applicant is reminded that building materials shall not be deposited on the highway without the specific consent of the Highway Authority.

The applicant is reminded that it is the responsibility of anybody carrying out building work to ensure that mud, debris or other deleterious material is not deposited from the site onto the

highway and, if it is, it shall be cleared by that person. In the case of mud being deposited on the highway wheel washing facilities should be installed at the exit of the development.

It should be ensured that, during construction, deliveries to the site do not obstruct the highway. If deliveries are to be made which may cause an obstruction then early discussion should be had with the Highway Authority on the timing of these deliveries and measures that may be required so as to mitigate the effect of the obstruction to the general public.

Should the development require Street Names, Numbers and/or Post Codes the developer must contact the Councils Naming and Numbering representative on (01642) 728155.

Case Officer: Peter Wilson

Committee Date: 8th September 2017

