

PLANNING AND DEVELOPMENT COMMITTEE

A meeting of the Planning and Development Committee was held on Friday 5 March 2021.

PRESENT: Councillors J Hobson (Chair), D Coupe (Vice-Chair), B Cooper, D Branson, C Dodds, L Garvey, M Nugent, J Rostron, J Thompson and G Wilson

PRESENT BY INVITATION: Councillors J Rathmell and M Smiles

ALSO IN ATTENDANCE: S Buckley, A Cooper, J Cove, M McClintock and S Sabin

OFFICERS: C Lunn, G Moore, P Clarke, A Glossop, D Johnson, E Loughran and S Thompson

20/37 **DECLARATIONS OF INTEREST**

| Name of Member | Type of Interest | Item/Nature of Interest |
|-----------------------|-------------------------|--|
| Councillor C Dodds | Non-Pecuniary | Agenda Item 5, Item 1, patient of Borough Road & Nunthorpe Medical Group |
| Councillor J Hobson | Non-Pecuniary | Agenda Item 5, Item 1, patient of Borough Road & Nunthorpe Medical Group |

20/38 **MINUTES - PLANNING AND DEVELOPMENT COMMITTEE - 5 FEBRUARY 2021**

The minutes of the meeting of the Planning and Development Committee held on 5 February 2021 were submitted and approved as a correct record.

20/39 **SCHEDULE OF REMAINING PLANNING APPLICATIONS TO BE CONSIDERED BY COMMITTEE**

The Head of Planning submitted plans deposited as applications to develop land under the Town and Country Planning Act 1990.

20/0644/FUL Erection of medical centre with associated car parking and landscaping at Land off Stokesley Road, Nunthorpe, Middlesbrough for Assura Aspire Ltd

Full details of the planning application and the plan status were outlined in the report. The report contained a detailed analysis of the application and analysed relevant policies from the National Planning Policy Framework and the Local Development Framework.

The Head of Planning advised that the purpose of the planning application was to seek approval for the erection of a single storey medical centre with associated parking and access.

The site was generally flat and had an area of approximately 0.48ha. The proposal was to construct a single storey medical centre, which included 30 vehicle parking spaces, motorcycle and cycle parking and associated landscaping to replace the existing health centre located on Guisborough Road. Access would be located to the southern boundary of the site from Stokesley Road.

Following the usual consultation process, 18 comments had been received from local residents, 17 of which were objections. Comments had also been received from the Ward Councillors and Nunthorpe Parish Council. The greatest concern, highlighted in numerous objections, was that of highway safety. Following discussion with the Applicant, a revised scheme showing relocation of the vehicular access was submitted. It was commented that the revised access arrangements for vehicles improved highway safety and met the relevant criteria in terms of highway design. It also separated the vehicular activity from the pedestrian activity.

Members heard that the building would have a gross external area of approximately 565 sq m. It had a t-shaped design intersecting pitch roof and would be constructed using a mix of brick and cedar cladding with slate roof tiles. It was highlighted that the site also provided the opportunity for the future development of a pharmacy, the expansion of the medical centre and additional car parking spaces, if required.

The site was currently used for agriculture but formed part of the Nunthorpe Grange site. H29 of the Local Plan identified the Nunthorpe Grange site to deliver a maximum of 250 homes. Although the adopted housing policy H29 did not specifically identify a medical centre use at the allocated housing site, the Nunthorpe Grange Design Code, subsequently adopted in 2019, did.

A large portion of comments from local residents related to various aspects of road safety. Members were advised of the concerns that had been raised with regards to the access arrangements and the provision of footpaths along Stokesley Road. It was commented that the proposed access arrangements for both vehicles and pedestrians met the relevant criteria in terms of highway design. A pedestrian crossing point was to be provided at the access point and while footpath provision fell short, of what would have been expected in a new environment, the existing footpath met the minimum standard and the proposed works provided a suitable arrangement whilst working within the constraints of an existing environment.

Access to the site was to be taken from a new junction onto Stokesley Road. Sightlines of 2.4mx43m would be provided at both the site access junction and pedestrian/cycle crossing point, which was in accordance with national guidance for the speed limit of Stokesley Road. It was commented that sightlines would be restricted, should no works to the hedges on site be undertaken. The hedgeline did require maintenance and as such would be trimmed back. Officers were satisfied that the necessary sightlines could be achieved either through maintenance of the hedge or works within land owned by the Local Authority. The sightlines and/or works would be secured through the suitably worded condition, which was detailed in the submitted report.

In response to a Member's query in respect of footpath provision, the Head of Planning advised that, as the site progresses, with a potential future development for community use coming forward, pedestrian access could be revisited and explored further. The Local Authority was also working with the community of Nunthorpe to consider the future infrastructure needs in the area.

In response to a Member's query regarding access, the Head of Planning advised that the access road would not serve the wider development of housing on the site.

In response to Members' queries regarding bus stops and sightlines, the Transport Development Engineer advised that the scheme was a 10 minute walk to bus stops on Guisborough Road and sightlines met national guidance and would be protected in perpetuity by the suitably worded condition, which had been proposed.

The Agent was elected to address the committee, in support of the application.

In summary, the Agent advised that:

- The scheme planned to deliver a state of the art GP surgery, which would meet the needs of current and future residents of Nunthorpe.
- The scheme would allow for more consulting rooms, improved waiting rooms and support the practice with its long-term service aspirations.
- Following concerns raised by local residents, work had been undertaken with the Local Authority to revise the vehicular access for the scheme to improve highway safety.

The Chairman of Nunthorpe Parish Council was elected to address the committee.

In summary, the Chairman advised that:

- The Nunthorpe community welcomed the relocation of the medical centre and it was

hoped that the committee would approve the application.

- Nunthorpe Parish Council strongly supported development of the scheme.
- Nunthorpe Parish Council appreciated that comments made throughout the consultation process had been fully considered and responded to by the Local Authority and the Applicant and had resulted in revised plans.
- The plans submitted did not include any provision for a footpath adjacent to the new building. Between the new building and the road there was a hedge and the hedge was located very close to the road. Therefore, there was no space, between the hedge and the road, for a footpath. There was space for a footpath on the opposite side of the hedge, closer to the building, however, a footpath in that location had not been proposed as part of the scheme. As a result, if a patient was to walk to the medical centre from Guisborough Road down the eastside of Stokesley Road - at the point where the patient would be getting close to the building the footpath provision would end, meaning that he/she would either be required to walk on the road or cross the road to the westside, walk the length of the building on the opposite side of the road and then cross the road for a second time to get back to the entrance of the medical centre. Nunthorpe Parish Council requested that a short section of footpath be provided, alongside the new building, to prevent pedestrians walking on the road or crossing the road twice.
- It was commented that residents living in properties within 1km of the medical practice should be able to walk to the medical centre.

A Member enquired whether, to alleviate the concerns of Nunthorpe Parish Council, the speed limit could be reduced to 20mph. The Transport Development Engineer explained that changing the speed limit on carriageways would require the support of the police and a Traffic Regulation Order, which was a separate process to that of granting planning consent.

A Member enquired whether a condition could be applied, which outlined the requirement to introduce a footpath in the location referred to by the Chairman of Nunthorpe Parish Council. The Head of Planning advised that there were safety concerns, in respect of the location proposed, as the path would effectively lead to a grass verge. The safest option would be to direct pedestrians across the road to the path on the western side.

The Ward Councillors were elected to address the committee.

In summary, the first Ward Councillor fully supported the development and commented that Nunthorpe residents had long awaited a modern GP surgery that was suited to the needs of the whole community. It was also commented that the Local Authority and the Applicant had fully considered and responded to the concerns of Nunthorpe Parish Council regarding the access point and its revised location assisted in improving road safety.

In summary, the second Ward Councillor advised that in respect of vehicle access, because of the staggered junction, there were safety concerns as it was situated closely to the bend and the junction of Grey Towers drive opposite and there was only a 30m distance from centreline to centreline. It was commented that the development was welcomed, however, there was a lack of car parking provision proposed and it was envisaged that it would not be sufficient to meet demand. It was also commented that the lack of parking would result in cars being parked along the road (i.e. Stokesley Road), which had been seen in Trimdon Ward where a GP surgery had been recently built.

A Member enquired whether the car park could be revised to provide additional spaces. In response, the Head of Planning advised that the level of parking provided within the site was considered to be appropriate. It was added that expansion space had been built into the development to provide additional spaces, if required in future.

A discussion ensued regarding parking and footpath provision.

The Head of Planning advised that the proposal was considered to be an acceptable form of development in accordance with national and local policy and was therefore recommended for approval, subject to relevant conditions.

ORDERED that the application be **Approved on Condition** for the reasons set out in the report.

20/0683/FUL Erection of office building (B1) with associated access, car and cycle parking, services and landscaping at Melrose House, 1 Melrose Street, Middlesbrough, TS1 2HZ for Ashall Projects (MB) Ltd

Full details of the planning application and the plan status were outlined in the report. The report contained a detailed analysis of the application and analysed relevant policies from the National Planning Policy Framework and the Local Development Framework.

The Head of Planning advised that planning permission was sought for the erection of a four-storey office block on the site of the former Melrose House office complex in Middlesbrough town centre. The proposed building would provide over 4,300 square metres of Grade A office space.

The application site was a vacant, rectangular plot of land, measuring approximately 60 metres x 70 metres, within Middlesbrough Town Centre. The site was previously occupied by an office block known as Melrose House. The site was bounded to the north by Grange Road, to the south by a building along Borough Road, to the east by a pedestrian/cycle path and residential apartment blocks within Rutland Court, and to the west by Melrose Street.

Access would be taken from Melrose Street with existing vehicular access points stopped up and the kerb/footway reinstated.

Consultation had been undertaken with local residents, as well as external and internal technical consultees, and no objections had been received in respect of the proposal.

The proposed office block would have a masonry finish on the ground floor but the upper floors would feature a principally glazed external appearance. The overall appearance had been designed to complement the completed buildings within the wider Centre Square area.

The position and arrangement of the building on the corner was similar to the previous Melrose House office block, facing onto both Grange Road and Melrose Street. Mindful of its size and scale, not being too dissimilar to the former building, it was not considered to be overly intensive or dominate the adjacent buildings.

The Agent was elected to address the committee, in support of the application.

In summary, the Agent commented that:

- The previous Melrose House office building had been demolished and the scheme proposed a building of Grade A office space to replace that.
- The proposal was a continuation of the Centre Square developments (Buildings One and Two), which provided Grade A office accommodation and were hoped to beneficially impact on the town centre offer and on the local economy.
- The building would have a principally glazed external appearance and a high-quality contemporary design in-keeping with the wider Centre Square area.
- There was a common misconception in Middlesbrough that there was not a demand for office space, however, the empty units in the town were not fit for purpose and even with extensive investment to improve them they would not meet the standards of the modern Grade A office and the requirements of modern occupiers.
- Buildings One and Two had demonstrated that there was a demand for Grade A office space, as 85% of the floorspace of Buildings One and Two had already been let to various tenants.
- There were currently ongoing discussions for a pre-let of 60% of the proposed building.

A Member raised a query regarding the letting of floorspace. In response, the Agent explained that the building had been designed so that floorspace could be let to a single large tenant or numerous smaller tenants. By minimising the internal structure there would be an ability to partition off smaller areas to create smaller units.

The Head of Planning advised that the proposed scheme was recommended for approval, subject to conditions.

ORDERED that the application be **Approved on Condition** for the reasons set out in the

report.

20/0764/FUL Erection of seven storey office building incorporating lecture theatre, cafe, swimming pool, gym, bar/event space with associated landscaping, public realm, cycle store and car parking at Boho X, Lower Gosford Street, Middlesbrough for Middlesbrough Council

Full details of the planning application and the plan status were outlined in the report. The report contained a detailed analysis of the application and analysed relevant policies from the National Planning Policy Framework and the Local Development Framework.

The Development Control Manager advised that the purpose of the application was to seek planning permission for the erection of a seven-storey office block on land at St Hilda's, which formed part of the Boho area of Greater Middlehaven. The proposed building would primarily provide office space for the digital and creative sector, with ancillary café, lecture theatre, swimming pool, gym, and bar/event space. Associated with the main building would be a high-quality area of public realm that allowed for movement of non-vehicular traffic. Two smaller ancillary buildings would be within the curtilage of the development site, which included a cycle store and plant store.

The application site was situated to the north of Middlesbrough Town Centre and within the area known historically as St Hilda's. The site took a rectangular form, being bounded to the south by Gosford Street, to the north by Feversham Street, to the east by Boho Four (Gibson House) and to the west by the Boho One car park.

Members were advised that the application was a re-submission of a previous scheme for Boho X, which also sought consent for a multiple storey, mixed use development. After concerns had been raised with regard to the initial proposals, primarily over the height of the overall building and its impact on nearby heritage assets, the current application represented the revised scheme that sought to address those concerns.

The two most significant areas that required Members consideration related to the impact of the development on the town's heritage assets and the highway implications.

Given that the proposed development was directly adjacent to the Middlesbrough Historic Quarter Conservation Area and within close proximity to a number of listed buildings, consideration had to be given to the impact of the development upon their setting. The application was supported by a Heritage Statement, detailed in the submitted report, which assessed the potential impacts of the proposals on the recognised and acknowledged heritage assets (historic gridiron road layout, for example).

To enable Members to understand the schemes impacts on the Historic Quarter Conservation Area and heritage, the Development Control Manager provided information on the significance of each asset, and its setting. Further information was outlined in the submitted report (see paragraphs 49 to 81).

Although much of the original buildings had been levelled, Historic England and the Council's Conservation Officer considered that the grid street pattern and the old Town Hall (retained) were legible and gave the area interest and distinctiveness, being recognised as a non-designated heritage asset, suggesting its retention had the ability to provide a sense of place for the new Middlehaven.

When considering the impacts, either positive or negative, on the grid iron pattern of Middlehaven, consideration had to be taken into account of Middlehaven as a whole. It was considered that the redevelopment of the Middlehaven area needed to be given greatest chance of success to regenerate the area and provide a future for both the intended new occupiers / uses as well as the heritage that was within the area, including the recognition of the former grid iron layout. Development needed to be able to demonstrate it preserved and enhanced heritage. In addition, the proposed scheme had the ability to re-define grid iron principles and by doing so could positively add to the heritage value of the area. The former grid iron hierarchy provided a main north, south, east, west axis and then secondary and third tier roads all of which provided frontage for housing and other buildings. Given only parts of the first and second tier elements of the former grid iron existed today, it was considered that respecting the first tier and second tier roads was key to maintaining and re-introducing the

grid iron character back into the regeneration of the Middlehaven Area, and concentrating on building lines and public realm was an appropriate approach to preserving the grid iron pattern.

In terms of highways matters, the Transport Development Engineer explained that whilst being considered as an isolated scheme, officers were satisfied that the proposal would not prejudice wider redevelopment proposals and would integrate into wider accessibility plans and strategies for Middlehaven. Members were informed of the new signalised junctions that had been introduced and works that had been undertaken in the area to provide high-quality pedestrian and cycle linkages.

A Member raised a query in respect of the future extension of South Street. The Transport Development Engineer advised that the aim would be to introduce a pedestrian/cycle route to deliver high-quality traffic free areas of public realm leading to the historic town hall, which was located at the centre of the regeneration area.

A discussion ensued and Members commented that:

- As future sites came forward for development in Middlehaven there was a need to ensure that it was well served by public transport.
- The proposed scheme would represent a significant addition to Middlehaven and a positive benefit to heritage value.

The Agent was elected to address the committee, in support of the application.

In summary, the Agent commented that:

- The development of the scheme had been well-informed by an extensive design/market analysis and consultation process.
- Following consultation with a wide range of statutory consultees, a number of changes had been made to the scheme to respond positively to the feedback received.
- The scheme planned to deliver job opportunities and create a new town centre environment that the people of Middlesbrough could be proud of.
- The scheme would result in the construction of a modern, high-quality office block building for the digital/creative sector, which planned to assist in the Council's delivery of the Boho area.
- The cafe, swimming pool, gym, bar/event space planned to deliver leisure opportunities for those working in the office space.
- The lecture theatre and event space would add to footfall in the area.
- The scheme planned to deliver a high-quality area of public realm that allowed for movement of non-vehicular traffic and landscaping.
- The vision was to create a vibrant working environment at the heart of Middlesbrough, which planned to significantly improve the town centre offer and deliver a positive benefit to heritage value.
- The delivery of the scheme was central to Middlesbrough's regeneration strategy and would act as a major catalyst for the wider development of the Boho area.

The Development Control Manager advised that following publication of the submitted report, revised plans for the position of the cycle store had been submitted. Members heard that the proposed scheme was recommended for approval, acknowledging the revised plans for the cycle store and subject to conditions.

ORDERED that the application be **Approved on Condition** for the reasons set out in the report and acknowledging the revised plans for cycle store.

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APPLICATIONS APPROVED BY THE HEAD OF PLANNING

The Head of Planning submitted details of planning applications which had been approved to date in accordance with the delegated authority granted to him at Minute 187 (29 September 1992).

Members raised queries in respect of the refusal of an application for a change of use from public house (A4) to convenience store (A1). The Development Control Manager responded

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and provided information on the restrictions associated with the proposed use being outside of the Local Centre.

NOTED