

## Update Report

### Strategic Planning Committee

10<sup>th</sup> December 2024

**19/00473/FUL Full Planning Permission for Motorway Service Area Comprising Amenity Building, (Shops, Restaurants, Lounges, Tourist Information, Gaming Room and Cash Machines, Toilet Facilities, Administration Offices and Staff facilities, Servicing , Storage Areas, and Ancillary Uses), 100 Bedroomed Hotel, Drive Thru Costa and McDonald's Restaurants, Fuel Filling Station with Shop (total 10,855 sq. m Gross Floorspace) , Car, Lorry, Motorbike, Cycle, Caravan and Coach Parking, Electric Vehicle Charging Facilities, Amenity Lake and Associated Landscaping with Dog Walking Facilities and Landscaping with Access to J52 on the A1(M) (As Amended)**

**Land East of Junction 52 on the A1(M) At Catterick, Pallett Hill Farm, Catterick Village, DL10 7PG**

### Update Report of the Head of Development Management – Community Development Services

#### 1.0 Report Corrections

1.1 Table 1 updated to include the following additional Heads of Terms

<b>Category/Type</b>	<b>Contribution</b>	<b>Amount &amp; Trigger</b>
Biodiversity Net Gain	SINC Management Plan	Management Scheme to be Agreed Pre-Commencement (unless alternative trigger agreed)  Implemented Prior to First Use of the Development or in accordance with Approved Programme
Travel Plan	Site Operated in accordance with Submitted Travel Plan	On-commencement and in accordance with embodied phasing

#### 2.0 New Comments/

2.1 Since the committee report was published 56 additional Local Representations have been received all objecting. The majority of the material planning considerations raised have been addressed in the original report, with one new one listed below:

- Bird watches come to the site, and they are more likely to use local facilities such as pubs than MSA users.

2.2 A letter of objection has been received from the Division Member which is uploaded to the public file, and which they clarify is from their role as Division Member. The objection is provided below:

- You have before you two applications for MSA`s on a 10 mile stretch of A1, one a brownfield site and the other a greenfield site with identified features of scientific value, located beside the village of Catterick.
- I represent Catterick Village, and overwhelmingly the residents object to the greenfield Roadchef application.
- Many of you will know that my working life was spent operating a family business serving A1 travellers at Leeming Bar Services so I have extensive knowledge of the market place.
- There is a need for a signed facility between Bowburn (Durham) and the existing Wetherby Services and the consented but not built Vale of York Services at Boroughbridge.
- There is no need for two MSA`s, especially within 6 miles of each other. If you consent to both, we will have the bizarre situation of more signed services on 10 miles of A1 than the whole of M25.
- In addition to the application sites you need to give due consideration to existing and permitted sites between Barton and Leeming Bar viz:-
  - ✓ A signed lorry park at Barton, with an extant outline consent to become an MSA (one of the application sites)
  - ✓ A signed Rest Area at Scotch Corner providing nearly all the services needed by the traveller by car and coach
  - ✓ A signed Truckstop at Coneygarth (Leeming Bar) which also provides extensive facilities for car drivers
  - ✓ A signed Rest Area at Leeming Bar with an extant consent to become an MSA, where the current owners, Moto, have recently applied for demolition consent prior to preparing plans for redevelopment.
- The only site not already in existence (ie brownfield) is the greenfield site at Catterick and should be seen in that context and rejected as without need as the A1 traveller is well catered for in a 10 mile area.
- National Highways have taken the unusual step in trying to act as the Local Planning Authority in this matter, and want to be seen to determine these applications. They claim competition is a good thing. This is not their remit. They should focus on highways matters alone and leave land use decisions to the LPA.
- National Highways want to see facilities provided at the Catterick greenfield site because of their plans to upgrade A66. This is long overdue, but is far from certain presently. Even when completed, it will make A66 safer, but will not necessarily increase traffic volumes significantly. Even so, A66 traffic accesses a signed Rest Area at Scotch Corner, travelling north it passes the Barton site, and southbound it passes Coneygarth and Leeming Bar, all within the space of 10 minutes. To say there is a need to develop at Catterick is only to support the developer`s argument when no need exists.
- I urge you to support the brownfield application at Barton, which has the benefit of an extant outline consent, and reject the greenfield application at Catterick as unnecessary development.

### **3.0 Assessment**

- 3.1 It is considered appropriate to provide further detail on the level of harm expected to the Scheduled Ancient Monument discussed at paragraph 10.35. It is considered that the harm is Less than Substantial, however, at the lower end of this scale. No physical harm is expected and controlled by condition, instead it is harm by changing the setting only with the site being at a low level reducing visual setting impacts.
- 3.2 The agent has referenced duplication between the drainage conditions and S106, however, the drainage condition relate to drainage works within the redline and the S106 deals with the aspect outside the redline.
- 3.3 It is not considered that loss of bird watchers will affect the viability of local businesses.
- 3.4 The points raised by the division member is addressed at paragraphs 10.5 to 10.28 of the Committee Report.

### **4.0 Condition Updates**

#### **Condition 2 Edits**

Approved Plan Condition (2) updated to delete the following documents, as these are informative rather than aspects needing to be complied with OR they are secured by the S106:

- Statement of Community Involvement
- Comparative Analysis of MSA Applications by Montagu Evans dated 3<sup>rd</sup> April 2024
- East Cowton proposed flood plain grassland nature conservation area. Lower Ure Conservation Trust dated March 2024.
- ADAS letter Ecological opinion dated 03 April 2024
- Biodiversity Net Gain Assessment ADAS document dated 23<sup>rd</sup> January 2024

Add:

- Landscape Masterplan 1836.10J

Replace:

218257/01 OVERALL LAYOUT with Overall Layout 218257-D01-P5B

#### **Condition 2 and 14 Edit**

Flood risk assessment changed to refer to approved document: 881624-R1(01)-FRA Flood Risk Assessment & 881624\_L01\_KJ Flood Risk Addendum

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