

Planning Committee

A meeting of Planning Committee was held on Wednesday, 30th January, 2008.

Present: (Meeting) Cllr Roy Rix (Chairman), Cllr Hilary Aggio, Cllr Jim Beall, Cllr Mrs Jennie Beaumont, Cllr Phillip Broughton, Cllr David Harrington, Cllr Paul Kirton, Cllr Mrs Maureen Rigg, Cllr Fred Salt, Cllr Mick Stoker, Cllr Steve Walmsley

(Site Visit) Cllr Roy Rix, Cllr Hilary Aggio, Cllr Jennie Beaumont, Cllr Fred Salt

Officers: (Meeting) B Jackson, J Hall, C Straughan, R McGuckin, P Shovlin, J Roberts, C Snowdon, H Smith (DNS); S Johnson, J Butcher (LD)

(Site Visit) B Jackson, S Grundy, M Whaler, J Roberts (DNS)

Also in attendance: Applicants, agents and members of the public

Apologies: (Meeting) Cllr John Gardner, Cllr Miss Tina Large, Cllr Ross Patterson

(Site Visit) Cllr Jim Beall, Cllr Phillip Broughton, Cllr John Gardner, Cllr David Harrington, Cllr Paul Kirton, Cllr Miss Tina Large, Cllr Ross Patterson, Cllr Mrs Maureen Rigg, Cllr Mick Stoker, Cllr Steve Walmsley

P Declarations of Interest

118/07

Councillor Mrs Beaumont declared a personal non-prejudicial interest in the item entitled 05/3273/FUL Grove Stables, Forest Lane, Kirklevington - Erection of cattery, new road access, siting of LPG tank and effluent treatment tank due to being a member of Castle Leavington and Kirklevington Parish Council.

Councillor Mrs Beaumont declared a personal prejudicial interest in the item entitled 07/3398/FUL 3 St. Martins Way Kirklevington - Single storey garden room to rear (demolition of existing sun lounge) as she was the applicant and left the meeting room for the consideration and voting of the item.

P Minutes of the meetings held on 14th November 2007, 21st November 2007 119/07 and 12th December 2007 - for signature

The minutes of the meetings held on 14th November 2007, 21st November 2007 and 12th December 2007 were signed by the Chairman as a correct record.

P 05/3273/FUL

120/07

**Grove Stables, Forest Lane, Kirklevington
Erection of cattery, new road access, siting of LPG tank and effluent
treatment tank.**

Consideration was given to a report that sought planning permission for the erection of a cattery with a maximum capacity of 14 Cats. Consent was also sought for a new egress onto Forest Lane LPG tank and effluent treatment plant associated with the proposed development. The application site was situated towards the western edge of Kirklevington Village and had a rural setting that was separated from the higher density village setting by the railway line.

It was explained that discussions had been on-going between the applicant and the council's highways engineers in order to demonstrate that a satisfactory

access and egress could be provided on the site and the applicant had removed part of the bank for demonstration purposes.

Members of the Committee were presented with an update report that outlined the further comments received from the Council's Highways Officer. One further letter had also been received from a neighbouring resident, following the Committee Site Visit the previous day, and the comments were set out in the update report.

Members considered that the proposal was unacceptable as serious concerns remained over the proposed new access in relation to sight stopping distances which would have a detrimental impact on access and highway safety.

The applicant was in attendance at the meeting and addressed the Committee.

Two residents were in attendance at the meeting and spoke against the proposal.

RESOLVED that planning application 05/3273/FUL be refused for the following reason:-

1. In the opinion of the Local Planning Authority the proposed development by virtue of poor visibility and sight stopping distances would result in an unsafe access to the detriment of both highway and pedestrian safety and is therefore in conflict with policy GP1 of the adopted Stockton on Tees Local Plan.

P 07/3266/REV
121/07 Eggescliffe Church of England Primary School, Butts Lane, Eggescliffe
Revised application for conversion of part of existing playground into car parking for staff and erection of cycle shelter

Consideration was given to a report that sought planning permission for the conversion of part of the existing tarmac play area at the rear of Eggescliffe Church of England Primary School to provide 21 new car park spaces for staff and a cycle shelter for staff and pupils.

A total of 10 objections letters had been received in respect of the proposal with the main grounds related to the reduction of the school playing fields, its impact on the privacy and amenity of neighbouring properties, impact on the character and appearance of the area and highway safety issues. One letter of support had been received.

A Design and Access Statement and School Travel Plan supported the application.

Members considered that the location of the proposed car park to the rear of the school was the most suitable location being set back from Butts Lane and that the site could satisfactorily accommodate the proposal without any undue impact on the amenity of any adjacent neighbours and was acceptable in terms of highway safety and did not conflict with policies in the Development Plan.

A resident was in attendance at the meeting and objected to the proposal.

RESOLVED that planning application 07/3266/REV be approved subject to the following conditions:

1. The development hereby approved shall be in accordance with the following approved plan(s); unless otherwise agreed in writing with the Local Planning Authority.

Plan Reference Number	Date on Plan
SBC0001	17 January 2007
5051369_HW_SD_001	25 June 2007
5051369_HW_GA_002	28 June 2007
5051369_HW_DR_001	29 June 2007
A4001	27 November 2007

2. Prior to the commencement of the development, details of the planting proposals and tree protection are required. Full details should be provided to the following minimum standard:

Protection measures for retained trees to ensure that no damage occurs during the clearance and construction periods. The protection area must exceed that of the individual tree canopies and be in accordance with B.S. 5837:2005 Trees in relation to Construction.

Full details of the tree protection measures should be submitted for approval and should be erected, to the satisfaction of the council, prior to any works commencing on site.

A detailed planting plan indicating soil depths, plant species numbers, densities, locations, and sizes, planting methods, maintenance and management.

The works shall be carried out in the first planting and seeding season following the occupation of the buildings or the completion of the development whichever is the sooner and any trees or plants which within a period of five years from the date of planting die, are removed, become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species unless the Local Planning Authority gives written consent to any variation.

3. The main access gates to the car park area will be closed and locked at the following times:-

During term time at 6.30 pm with the exception of when there are meetings/functions held at the school.

During the school holiday periods e.g. half terms, Christmas, Easter and Summer the gates will remain locked unless there is maintenance work to be carried out to the school and in these circumstances the gates will be locked at the end of each day.

P 07/3348/REV
122/07 Westland Way, Preston Farm Industrial Estate, Stockton
Revised application for erection of 7 no. office blocks, access road,
electrical substation and associated car parking and landscaping.

Consideration was given to a report that sought planning permission for the erection of 7 office blocks, access road, substation, car parking and landscaping at Westland Way, Preston Farm Industrial Estate. The office units were to be situated in the southern area of the site and would front onto the South Stockton Link. The proposed development was to include a mix of 3 and 4 storey offices and would provide a total of approximately 12,000sqm of floor space.

Members were reminded that a previous application (07/2223/FUL) for development was put before planning committee on the 10th October 2007 with a recommendation to be delegated to the Head of Planning for approval subject to all outstanding highways issues being resolved. The application was withdrawn due to concerns over the revised Traffic Assessment and the potential impacts on the Highway Network.

The application site lay within the Bowesfield Area of Stockton. The newly constructed South Stockton link road lay to the south of the site, whilst the A66 lay to the north. The site was derelict in its nature and was on one of the main approaches into Stockton Town Centre from the south.

Members considered that the proposed development would not result in an over supply of employment land, was visually acceptable and would improve the overall appearance of the former tip site. It was noted that previous concerns in relation to the impact of the development on the highway network had also been addressed.

RESOLVED that planning application 07/3348/REV be approved subject to the following conditions:-

1. The development hereby approved shall be in accordance with the following approved plan(s); unless otherwise agreed in writing with the Local Planning Authority.

Plan Reference Number	Date on Plan
W991 32	30 November 2007
SBC0001	30 November 2007
W991 31 Rev A	30 November 2007
W991 24 Rev C	30 November 2007
W991 25 Rev C	30 November 2007
W991 26 Rev C	30 November 2007
W991 28 Rev C	30 November 2007
W991 27 Rev C	30 November 2007
W99130 Rev C	30 November 2007
W99129 Rev C	30 November 2007

2. Notwithstanding any description of the materials in the application, precise details of the materials to be used in the construction of the external walls and roofs of the building(s) shall be submitted to and approved in writing by the Local Planning Authority prior to the construction of the external walls and roofs of the building(s).

3. Before the occupation of the development hereby permitted, works for the

disposal of sewage shall be provided on the site to serve the development. Details of such drainage works shall first be submitted to, and approved by, the Local Planning Authority, the sewage disposal shall be completed in accordance with these approved details.

4. The development shall not be occupied until drainage works have been carried out in accordance with details to be submitted to and approved in writing by the Local Planning Authority.

5. Notwithstanding any description contained within this application, prior to the occupation of the hereby approved development full details of hard landscape works shall be submitted to and approved in writing by the Local Planning Authority and implemented in accordance with the approved details. These details shall include car parking layouts; other vehicle and pedestrian access and circulation areas; hard surfacing materials and construction methods; minor artefacts and structures (eg. incidental buildings, public art and street furniture).

6. Notwithstanding any description submitted as part of the application a detailed scheme for landscaping including tree and shrub planting shall be submitted to and approved in writing by the Local Planning Authority before the development authorised or required by this permission is occupied. Such a scheme shall specify types and species, layout contouring and surfacing of all open space areas. The works shall be carried out in the first planting and seeding season following the occupation of the buildings or the completion of the development whichever is the sooner. Any trees or plants which within a period of five years from the date of planting die, are removed, become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species unless the Local Planning Authority gives written consent to any variation.

7. Prior to occupation of the hereby approved development a schedule of landscape maintenance for a minimum period of 5 years shall be submitted to and approved in writing by the Local Planning Authority. The schedule shall include details of the arrangements for its implementation and be carried out in accordance with the approved schedule.

8. All means of enclosure associated with the development hereby approved shall be in accordance with a scheme to be agreed with the Local Planning Authority before the development commences. Such means of enclosure as agreed shall be erected before the development hereby approved is occupied.

9. Notwithstanding the information submitted as part of the application details of the proposed site levels and finished floor levels shall be submitted to and approved by the Local Planning Authority prior to the commencement of the development.

10. Details of all external lighting of the buildings and car-parking areas shall be submitted to and agreed in writing with the Local Planning Authority before such lighting is erected. Before the use commences, such lighting shall be shielded and aligned to avoid the spread of light in accordance with a scheme to be submitted to and agreed in writing with the Local Planning Authority and thereafter such lighting shall be maintained to the same specification and adjusted, when necessary, to the satisfaction of the Local Planning Authority.

11. Notwithstanding any information contained within this application full details of the covered cycle storage facilities shall be submitted to and agreed in writing with the Local Planning Authority before the hereby approved development is occupied.

12. Notwithstanding any information contained within this application full details of the Bin storage facilities shall be submitted to and agreed in writing with the Local Planning Authority before the hereby approved development is occupied.

13. No development shall take place until the Local Planning Authority has approved in writing a report provided by the applicant identifying how the predicted CO₂ emissions of the development will be reduced by at least 10% through the use of on-site renewable energy equipment. The carbon savings which result from this will be above and beyond what is required to comply with Part L Building Regulations. Before the development is occupied the renewable energy equipment shall have been installed and the local planning authority shall be satisfied that their day-to-day operation will provide energy for the development for so long as the development remains in existence.

14. Before the electrical sub station plant is brought into use the buildings, structure and plant shall be insulated against the emission of noise in accordance with a scheme to be approved by the Local Planning Authority. Such noise insulation shall be thereafter maintained to the satisfaction of the Local Planning Authority. Any new plant installed subsequent to the approval shall not increase background levels of noise as agreed without the agreement in writing of the Local Planning Authority.

15. Prior to first use or occupation of any part of the development, a travel plan co-ordinator shall be appointed and contact details for this individual shall be provided to the Local Planning Authority.

16. As set out in the Outline Site Travel Plan prepared by Jacobs Consultancy, a detailed travel survey shall be undertaken no later than three months after the first occupation of the development. The results of this survey shall be provided to the Local Planning Authority, and used to agree appropriate mode share targets, outcomes and corresponding timescales

17. As set out in the Outline Site Travel Plan prepared by Jacobs Consultancy, a detailed travel survey shall be undertaken on an annual basis (at the same time as the baseline survey identified in condition 2) for as long as the development remain occupied. The results of these surveys shall be provided to the Local Planning Authority and the success of any adopted measures will be assessed in any subsequent annual travel surveys.

18. As set out in the Outline Site Travel Plan prepared by Jacobs Consultancy, it is expected that the number of single occupancy car trips to the site will reduce by 5% within the first five years of the site being occupied, reference Table 7.1 of the Outline Site Travel Plan, and this shall be identified and measured using the annual travel surveys. Should this target not be achieved then appropriate corrective measures will be agreed with the Local Authority and the success of any adopted measures will be agreed in any subsequent annual travel surveys.

19. No development approved by this permission shall be commenced until a scheme for the provision of surface water drainage works has been submitted to and approved in writing by the Local Planning Authority. The drainage works shall be completed in accordance with the details and timetable agreed.

20. Notwithstanding any description contained within the application full details of access, turning facilities and refuse collection points shall be submitted to and approved in writing with the Local Planning Authority prior to occupation of the development. Such a scheme shall be implemented in accordance with these agreed details and retained for the life of the development unless otherwise agreed in writing with the Local Planning Authority.

21. The commencement of the development authorised by this permission shall not begin until:

a. The Local Planning Authority has approved in writing a full scheme of works of improvement to:

(i) A cycleway link being provided from the application site to the South Stockton Link

(ii) A new Toucan crossing new across the South Stockton Link Road to the south of the South Stockton Link Road / Westlands Way roundabout.

and

b. The hereby approved development shall not be occupied until the approved works have been completed in accordance with the local planning authority's written approval and have been certified in writing as complete on behalf of the Local Planning Authority; unless alternative arrangements to secure the specified works have been approved in writing by the Local Planning Authority.

P 07/2147/FUL
123/07 Crofton Road, Stockton
Erection of 5 no. office blocks with associated external works (demolition of existing buildings)

Consideration was given to a report that sought planning permission for an office development of five, three storey units, with access roads and associated car parking, cycle storage and landscaping located at Crofton Road, Stockton. The proposal had been significantly changed from that originally submitted by the deletion of a cafe building from the scheme, resulting in changes to the site layout and the floor area of the office buildings.

It was explained that the proposed units would be on an existing industrial estate within the built up area of Stockton. The industrial estate had a mixture of Business (B1), General Industrial (B2) and Storage or Distribution (B8) uses and was not allocated for any purpose in the Stockton-on-Tees Local Plan. The change from a coach garage (sui generis) to an office use (B1) was acceptable in principle at this location.

The application was supported by a Transport Assessment (TA) that was based on a different floor area from that stated in the application form and was not

based on the scheme as now proposed with the deletion of the café. It was noted that the TA had not been drawn up in accordance with Department for Transport Guidance and lacked information that was required. The TA had not taken into account all committed development in the area, all junctions between Portrack interchange and North Shore gyratory, trip generation and network peak hour flows, the breakdown of car driver/passenger numbers or the likely distribution of the development traffic onto the wider road system.

It was explained that the lack of an acceptable TA meant that the applicants had not demonstrated that there would not be an adverse impact from the traffic generated by the scheme on the wider highway network and surrounding junctions. The development did not therefore satisfy the concerns of the Highway Agency or the Head of Technical Services.

Members of the Committee were presented with an update report that outlined that no further information had been submitted by the applicant in support of the Transport Assessment or alterations to the plan showing the site layout. The report outlined that further consultation responses had been received from the Urban Design Highway Engineers, the Highway Agency and the Environmental Health Unit. The first comments from the Spatial Planning Section had also been received.

Members considered that the proposed layout, scale and form of the five brick office blocks with access roads, car and cycle parking, bin storage and landscaping details had not been designed so as to create a satisfactorily functioning scheme. To achieve the amount of car parking required the access roads were lined with parking places that would restrict access to bin storage areas, cycle parking and bring pedestrians into conflict with planting beds and trees for the landscaping.

RESOLVED that planning application 07/2147/FUL be refused for the following reasons:-

1. The applicants have not demonstrated through a Transport Assessment that the traffic generated by the proposed development would not have an adverse impact on the wider highway network and surrounding junctions. Furthermore the scheme has not been supported by a Travel Plan. The development therefore conflicts with Stockton-on-Tees Local Plan policies GP1 and TR15, Stockton-on-Tees Core Strategy Policy 2 (CS2) – Transport and PPG13: Transport - March 2001.

2. The proposed scheme layout has not provided an acceptable layout regarding the provision of car parking, bicycle storage, position of storage bins and landscaping. The development therefore conflicts with Stockton-on-Tees Local Plan policies GP1 and TR15, Stockton-on-Tees Core Strategy Policy 2 (CS2) – Transport and PPG13: Transport - March 2001.

P 07/2984/EIS
124/07 Port Clarence Landfill Site, Off Huntsman Drive
Construction and operation of a waste recovery park for the recycling, recovery, treatment and storage of waste including the construction of buildings, the erection of plant, the construction of an extended access road and the construction of a screening bund.

Consideration was given to a report that sought planning permission for the erection and operation of a waste recovery park for the recycling, recovery, treatment, and storage of approximately 542,000 tonnes per annum of hazardous and non-hazardous waste at Port Clarence Landfill Site.

The Port Clarence Landfill Site was located near the banks of the River Tees in the Borough of Stockton-on-Tees. The site was situated approximately 5km south east of Billingham and 3km north east of Middlesbrough. The nearest residential properties were at the Clarences some 1400m to the west.

It was advised that the treatment processes would include soil washing and recovery, effluent treatment, gas combustion and energy generation, combustion and energy generation from wood wastes, Vitrification, soil and granular waste stabilisation, bioremediation of soils and other wastes, hazardous waste recovery facility, waste transfer station, indirect thermal desorption, anaerobic digestion, tank farm and pilot plants.

It was explained that the current planning permission for the landfill permitted the storage of materials associated with engineering the landfill on land to the south of the application area and in order to conserve approximately 13.4ha of species rich short turf vegetation, the application proposed retention of this habitat.

The proposed facility would share the current access to the landfill site. A separate access to the facility was proposed, however, in the short term the applicant envisages that existing haul routes over the landfill site may be used. It was noted that 94 parking spaces were shown with 18 spaces for visitors including 8 accessible parking. A legal agreement would secure that HGV traffic associated with the development would not travel on the A178 Seaton Carew Road to the south of the site. HGV traffic would travel north on the A178 when leaving the site to the junction with the A1185 Seal Sands Link Road. River borne waste would be delivered to the site via the Lower Clarence Wharf (Koppers).

The application was accompanied by an Environmental Impact Statement (EIS). A Non-Technical Summary gave a brief summary of the main findings of the EIS and a Community Involvement Submission Report set out the public consultation and publicity exercises and findings.

It was reported that three letters of representation had been received, two supporting the Park and one raising concerns in respect of traffic generation and the impact on the highway.

Members were presented with an update report that outlined the comments received from Urban Design and the Health and Safety Executive. It was explained that due to ongoing negotiations, which had not yet been concluded, it had not been possible to produce a full set of conditions but those set out generally reflected those required.

Members considered that the proposal would provide a regionally and nationally significant facility for the treatment of hazardous waste, and would relieve a

shortfall of these facilities as identified in the Waste Strategy for England 2007 and the Regional Spatial Strategy.

RECOMMENDED that subject to:

- No adverse comments from the Highways Agency and confirmation from the Health and Safety Executive
- A legal agreement reflecting the Heads of Terms set out below

That planning application 07/2984/EIS be approved with conditions relating to approved documents, time limits, working periods, phasing of development, piling, noise limits, no open burning, contaminated land, landfill gas, surface water drainage and infiltration, netting and sheeting of waste carrying vehicles, details of welfare/facilities building; the construction and operation of wheel wash, a scheme for dust control, construction of the access road, construction of the screening bund – details and timetable, landscaping, maintenance and management plan for species rich short turf vegetation, restoration and after use of the site once the development ceases, and other conditions as appropriate.

HEADS OF TERMS

Lorry Routeing

To use best endeavours to ensure that all Goods Vehicles transporting waste to and from the Application Site pursuant to the Permission ("Relevant Vehicles") shall only use the access road and public highway network shown in green on Plan HJB/246/10b attached hereto ("the Approved Route").

The Approved Route referred to in clause 1.1 above shall not apply where:-
the Relevant Vehicles are required to make detours for local loading and unloading purposes or due to roadworks, accident or other emergency, or temporary or permanent traffic restrictions imposed by the relevant authorities;
or

the prior written approval of the Council is obtained to an alternative route or routes (together "Exempt Vehicles").

To erect and maintain signs at the exit point to the Application Site informing drivers of Relevant Vehicles of the requirement to use the Approved Route (which shall be specified thereon) and to notify the drivers of Relevant Vehicles in writing of the Disciplinary Measures to be taken by the Owner in the event that the Approved Route is not adhered to. For the purpose of this Agreement the Disciplinary Measures shall comprise a written warning to drivers on occasion of a first breach and a ban on further access to and use of the Application Site by the driver in breach in the event of a second breach.

Except in the case of drivers of Exempt Vehicles, to take Disciplinary Measures against any of its own employees who fail to adhere to the Approved Route.

Vegetation Area

Notwithstanding the terms of the Landfill Planning Permission, no stockpiling of soils, clay lining materials or restoration materials shall take place on the Vegetation Area, unless otherwise agreed in writing by the Council.

For the avoidance of doubt, nothing in this clause 2 shall prevent or preclude the installation on, in, under or over the Vegetation Land of any Conducting Media or any access thereto for such a purpose, by the Owner or otherwise.

The Vegetation Area shall be retained for the purposes of species rich short turf vegetation and no other use or development shall take place on that land.

Highway Contribution

Upon Commencement of Development the Owner shall pay to the Council the sum of £10,000 by way of a contribution towards highway improvement works to the Wolviston Roundabout.

P 07/2975/FUL
125/07 19A Ridley Drive, Norton

Demolition of existing attached garage. Erection of a two storey side extension, single storey side & rear extension and a bay window to the front of the dwelling.

Consideration was given to a report that sought planning permission for the erection of a two storey side extension, single storey extension to side and rear and a bay window to front of 19A Ridley Drive, Norton, which was located within a residential cul-de-sac.

Initial concerns were raised with regards to the design of the proposed two storey extension to the side. It was advised that the applicant and agent had subsequently submitted revised drawings addressing the concern, which was to be considered for determination.

It was noted that the initial drawings received five letters of objection from surrounding neighbours; whilst the revised drawings dated 26th November 2007 received one letter of objection. On this basis the application was required to be determined by the Planning Committee.

Members of the Committee considered that the proposed developments were of a scale, design and proportion that complement the existing dwelling. It was considered that the proposals would not have an adverse impact on the street scene. The design and layout would maintain the privacy of the occupants of existing dwellings and would not dominate or overshadow those properties. It was considered that the proposed development would retain sufficient amenity space at the existing dwelling and that the requisite car parking spaces could be provided.

RESOLVED that planning application 07/2975/FUL be approved subject to the following conditions:-

1. The development hereby approved shall be in accordance with the following approved plan(s); unless otherwise agreed in writing with the Local Planning Authority.

Plan Reference Number	Date on Plan
1 OF 6	18 October 2007
2 OF 6	18 October 2007
3 OF 6	18 October 2007

SBC0001 18 October 2007
4 OF 6 26 November 2007
5 OF 6 26 November 2007
6 OF 6 26 November 2007

2. The external finishing materials shall match with those of the existing building

3. The proposed windows of the proposed two storey extension to side in the rear first floor elevation; shall be glazed with obscure glass, details of which shall be submitted to and approved in writing by the Local Planning Authority before development commences and shall be installed before the building hereby permitted is brought into use and the type of glazing agreed shall be employed in those windows during the life of the building.

P 07/3398/FUL
126/07 3 St. Martins Way Kirklevington
Single storey garden room to rear (demolition of existing sun lounge)

Consideration was given to a report that sought planning permission for the erection of a single storey extension to the rear (demolition of existing garden room) of 3 St Martins Way, Kirklevington.

No objections had been received as a result of publicising the planning application.

It was explained that the application was being reported to the Planning Committee for determination as the planning application had been submitted by a Member of the Planning Committee.

RESOLVED that planning application 07/3398/FUL be approved.

P Local Development Framework Steering Group Minutes - 30th October
127/07 2007

RESOLVED that the minutes of the meeting held on 30th October 2007 be confirmed.

P 1. Appeal - C S Mavle - 43 Leonard Ropner Drive Stockton on Tees -
128/07 07/2023/FPD - DISMISSED
2. Appeal - Andrew Mark Westwood - 15 Barkston Avenue Thornaby -
07/1718/FUL - ALLOWED WITH CONDITIONS
3. Appeal - George Wellburn - Land To The North Of 35 Chesterton Avenue
Stockton on Tees - 07/0618/OUT - DISMISSED
4. Appeal - Mr I McGregor - Land Adjacent To Cheltenham Road Portrack
Lane Stockton - 07/1818/FUL - WITHDRAWN
5. Appeal - Mr T Clarke - Leylandii Stables Durham Road Stockton on Tees
- 05/3333/COU - ALLOW

RESOLVED that the information be noted.

