

**DELEGATED**

**AGENDA NO  
PLANNING COMMITTEE**

**14th March 2007**

**REPORT OF CORPORATE DIRECTOR OF  
DEVELOPMENT AND NEIGHBOURHOOD  
SERVICES**

**06/3822/FUL**

**Site bounded by Piper Knowle Road, Whessoe Road, Whessoe Walk, Wheatley Road, Whickham and High Newham Road**

**Residential development comprising construction of 626 no. New dwellings consisting of 1 and 2 bed apartments, 2, 3 and 4 bed houses, all necessary road closure and engineering work, construction of new drainage and other services, associated landscaping and car parking and demolition of 142 no. Properties.**

**Expiry date: 22<sup>nd</sup> March 2007**

**Summary:**

Members will note that a previous application for planning permission (05/3466/FUL) to provide 581 dwellings as part of the regeneration of the Hardwick Estate, Stockton, was approved in March 2006. Following this approval, significant changes were made to the master plan layout and therefore a new planning application had to be submitted. In November 2006 and January 2007 consultation events were held with residents on the new layout.

A programme of demolition of existing property has started and it is intended that eventually approximately 615 dwellings will be cleared and replaced with approximately 700 dwellings of a mixed type and tenure. This includes the newly built Endeavour Housing Association properties (40 dwellings) and an Extra Care scheme (50 units) under construction, Endeavour Retirement flats (20 flats) recently approved and under construction and another 626 units as part of this application which include providing within Hardwick around 546 of the new dwellings offered for the private market as well as a further 80 Endeavour units for rent which will be pepper-potted amongst the private units.

In 1999, the Council began demolishing properties within the central core of the estate due to low demand and poor condition. In 2004 a draft masterplan for the estate was produced to assist with the community consultation process and identifying some initial key principles of development. The concept masterplan includes the outline area for demolition (a total of 615 dwellings), the relocation of Hardwick Primary School (approved April 2006) to create a new gateway into the estate, new housing for sale and rent fully integrated and 'pepper-potted', a retirement area and attractive and safe open green space.

The community consultation revealed that over 70% of the local community supported the redevelopment plans and the Council's Cabinet subsequently approved the redevelopment proposals in November 2004. In turn a development brief was prepared and a consortium selected to deliver the redevelopment.

The applicants Barratt Newcastle and Haslam Homes are working in partnership with the Council and other agencies to redevelop the Hardwick Estate and is part of an overall initiative to address housing market restructuring in Stockton Borough and more generally in the Tees Valley sub region. The need for demolition relates primarily to stock that is physically obsolete, structurally unsound or unviable due to repair costs. The new dwellings will in effect constitute replacement dwellings for the properties to be demolished.

The Head of Technical Services has considered the highway safety implications as well as general parking provision and is satisfied with the proposal.

The proposal is considered to be in line with general planning policies set out in the Development Plan and Regional Housing Strategy as well as the sub regional Tees Valley Living Initiative and is recommended for approval with conditions.

## **RECOMMENDATION**

**Recommended that planning application 06/3822/FUL be approved subject to the following conditions:**

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

***Drawing Number(s): - Numbers to be finalised***

***Reason: To define the consent.***

**02. *Details of all external finishing materials including roads and footpaths shall be agreed with the Local Planning Authority before the development is commenced.***

***Reason: To reserve the rights of the Local Planning Authority with regard to these matters.***

**03. *Notwithstanding the provisions of classes A, B, C, D and E of Part 1 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order), the buildings hereby approved shall not be extended or altered in any way, nor any ancillary buildings or means of enclosure erected within the curtilage without the written approval of the Local Planning Authority.***

***Reason: To adequately control the level of development on the site to a degree by which the principle of the permission is based.***

**04. *All means of enclosure and street furniture 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 and street furniture as agreed shall be erected before the development hereby approved is occupied.***

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

**05. *The redevelopment of the playing fields at Hardwick Primary School shall not commence until they have been replaced by a playing field or playing fields of an equivalent or better quality and of equivalent or greater quantity, in a suitable location and subject to equivalent or better management arrangements to the written satisfaction of the Local Planning Authority.***

**Reason : To ensure the provision of playing fields in the vicinity.**

**06. No construction/building works shall be carried out except between the hours of 8.00am and 6.00pm on Mondays to Fridays and between 8.00am and 1.00pm on Saturdays. No Sunday working and Bank Holidays.**

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

**07. Prior to being discharged into any watercourse, surface water sewer or soakaway system, all surface water drainage from parking areas and hardstandings shall be passed through an oil interceptor installed in accordance with a scheme previously submitted to and approved in writing by the LPA. Roof water shall not pass through the interceptor.**

**Reason : To prevent pollution of the water environment.**

**08. Any facilities for the storage of oils, fuels or chemicals shall be sited on impervious bases and surrounded by impervious bund walls. The volume of the bunded compound should be at least equivalent to the capacity of the tank plus 10%. If there is multiple tankage, the compound should be at least equivalent to the capacity of the largest tank, or the combined capacity of interconnected tanks, plus 10%. All filling points, vents, gauges and sight glasses must be located within the bund. The drainage system of the bund shall be sealed with no discharge to any watercourse, land or underground strata. Associated pipework should be located above ground and protected from accidental damage. All filling points and tank overflow pipe outlets should be detailed to discharge downwards into the bund.**

**Reason : To prevent pollution of the water environment.**

**09. 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.**

**Reason: To prevent the increased risk of flooding by ensuring the provision of a satisfactory means of surface water disposal.**

**10. The eighty units of affordable housing to be agreed by the Local Planning Authority shall be in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority. Such a scheme shall indicate the timetable for construction and occupation and shall be provided as part of the overall development hereby approved.**

**Reason : To achieve a satisfactory form of development.**

**11. A detailed scheme for landscaping and tree and/or shrub planting and grass shall be submitted to and approved in writing by the Local Planning Authority before the development authorised or required by this permission is commenced. Such a scheme shall specify types, sizes and species, densities, layout contouring, drainage 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 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 prior attained size and species unless the Local Planning Authority gives written consent to any variation.**

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

***12. All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out in accordance with a programme agreed with the Local Planning Authority.***

***Reason: In the interests of amenity and the maintenance of landscaping features on the site.***

***13. A five year landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas, other than small privately owned domestic gardens, shall be submitted to and approved by the Local Planning Authority prior to the occupation of the development or any phase of the development, whichever is the sooner, for its permitted use. The landscape management plan shall be carried out as approved.***

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

***14. A detailed landscaping scheme, method statement and management plan for the balancing ponds/spillway and associated hard and soft landscaping to Hardwick Dene, shall be submitted to and approved by the Local Planning Authority prior to its implementation. The method statement shall be developed in conjunction with Stockton Borough Council and Tees Valley Wildlife Trust and detail the method of construction of the ponds; include full planting plans; ground levels and mounding and management specification, access arrangements and tree and habitat survey in accordance with British Standards and recognised codes of practice. The management plan shall be for a period of 25 years.***

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

***15. Protective measures for all tree planting shall be in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority before the development is commenced.***

***Reason: To ensure satisfactory tree planting and in the interests of visual amenity.***

***16. No Development hereby approved shall commence on site until a Phase 1a+b desk study investigation to involve hazard identification and assessment has been carried out, submitted to and approved in writing by the Local Planning Authority. The study must identify industry and geologically based contaminants and include a conceptual model of the site. If it is likely that contamination is present a further Phase 2 site investigation scheme involving risk estimation shall be carried out, submitted to and approved in writing by the Local Planning Authority prior to any development hereby approved commences on site.***

***Reason: To ensure the proper restoration of the site.***

***17. If it is likely that contamination is present, no development shall commence until a Phase 2 site investigation scheme to involve risk estimation has been carried out. The developer must design and implement intrusive investigations to provide sufficient information on potential contamination.***

**Reason: To ensure the proper restoration of the site.**

**18. The groundwork's, including any preventative/pollution control measures to safeguard the watercourse and ecology, to provide the balancing ponds, the outfall, the spillway and landscaping to Hardwick Dene, including connection to the approved scheme, shall be implemented in accordance with details and a phased programme to be submitted to and approved in writing by the Local Planning Authority before development commences. The approved scheme shall be maintained thereafter to the satisfaction of the Local Planning Authority.**

**Reason: To achieve a satisfactory form of development and to prevent pollution of the water environment.**

**19. No development shall take place unless in accordance with the mitigation detailed within the protected species report (Hardwick, Stockton-on –Tees, Bat Dawn Emergence Survey and Internal Inspection Report, Barratt, Oct 2006) including, but not restricted to adherence to precautionary working methods as set out in Section 4 of the above report.**

**Reason : To conserve protected species (bats) and their habitat.**

**20. The detailed location, design, spacing and materials of the speed reduction features shall be agreed with the Local Planning Authority before the development is commenced.**

**Reason: To reserve the rights of the Local Planning Authority with regard to these matters.**

**21. Notwithstanding the submitted plans precise details of the northern footpath proposed at the Harrogate Lane access to the site shall be submitted to and approved in writing by the Local Planning Authority before development commences.**

**Reason: In order to ensure that the details are satisfactory in the interests of highway safety and visual amenity.**

**22. Notwithstanding the submitted plans precise details of the cycle track/footpath proposed through the site shall be submitted to and approved in writing by the Local Planning Authority before development commences.**

**Reason: In order to ensure that the details are satisfactory in the interests of highway safety and visual amenity.**

**23. Development shall not be commenced until the LPA has approved in writing the details of the lighting columns, lighting and colour and luminance, including the specification of the units of the garages.**

**Reason: To enable the Local Planning Authority to control details of the proposed development.**

**24. Internal visibility splays on the main route within the estate should be 4.5 x 70metres and splays when emerging from a cul-de-sac should be 3x33metres. Within the splays planting must be kept below the height of 600mm.**

**Reason: In the interests of highway safety.**

The Proposal has been considered against the policies below and it is considered that the scheme accords with these policies and there are no other material considerations, which indicate a decision, should be otherwise.

Stockton on Tees Local Plan policies GP1, HO3, HO4, HO11, EN4 and REC1.

## THE PROPOSAL

1. The site is within the development limits and is bounded by Piper Knowles Road, Whessoe Walk, Wheatley Road, Whickham Road and High Newham Road. The site lies in the centre of Hardwick with North Tees Hospital located south of Hardwick Road. (Appendix 1 - Site Location Plan).
2. The site is irregular in shape with no significant natural features or ecology. It is intended that all of the dwellings will be cleared and this full application seeks to replace them with 626 dwellings of a mixed type and tenure.
3. The proposed housing layout incorporates a mix of one-bedroom starter flats, 2 bedroom apartments, 4 no. 2 bedroom bungalows, 2,3 and 4 bedroom two storey units, as well as 2.5 and 3 storey townhouses and detached houses with gardens and garages (a detailed site layout plan is attached at Appendix 2 and a sample of the elevational treatment is shown in Appendix 3). A mixed tenure is also proposed including social housing (80 units) to be constructed on behalf of Endeavour Housing Association.
4. The application draws upon the concept master plan for the estate produced in 2004 to assist with the community consultation process and identifying some initial key principles of the development including the relocation of Hardwick Primary School to create a new gateway into the estate, new housing for sale and rent fully integrated and 'pepper-potted', a retirement area and safe and attractive open green space.
5. The proposed development features a new 'link' road from Harrowgate Lane which will form a new entrance to the estate with traffic circulating onto a hierarchy of roads designed to give pedestrians "primacy" over cars through traffic calming. Wingate Road forms a Boulevard into the heart of the development opening onto a landscaped square. The road network through the development connects and enhances other links to existing and proposed footpaths/cycleways whilst providing access to community facilities (schools, local shops, Community Centre and other leisure facilities). Bespoke barriers will be provided throughout the cycle route to prevent motorcycles using it and also slow down cyclists.
6. All pedestrian routes are directly overlooked by dwellings and where possible located in, or next to, green areas.
7. The new housing has been designed to provide 'character areas' using varied scale and form. Generally the proposal is for two-storey dwellings, but 2.5 and 3 storey units are used at particular points to emphasise enclosure, round the 'formal square' for instance, or as visual stops, or to vary the roof line to terraces. Two-storey corner units are used as 'gateway' features and around corners. General terraces are broken into blocks of no more than four units. Two blocks of 3-storey 2-bedroom Flats (12 number) are located close to Hardwick Road, while Barratt Homes propose to provide 24 one-bedroom 'ipads' in two 3-storey blocks, again close to Hardwick Road. The target group of purchasers for these are Hospital workers looking for the 'first step' on the housing ladder.
8. Offering a broader tenure with houses for sale and rent, 76 two-storey 2,3 and 4 bedroom houses will be provided for Endeavour Housing Association along with 4 bungalows. These will be

'pepper potted' throughout the development, but with 20 units incorporated into the 'first phase' to accord with Housing Corporation requirements.

9. Car parking has been assessed against Council standards and all private units with the exception of apartments/flats and 2 bed houses have garage provision and parking space. The majority of these spaces have been provided in parking courts set behind the dwellings to remove as many cars as possible from view and also reduce their visual impact.

10. A large central public open space is also provided for walking, informal ball games and active and creative play. This is to be fenced all round and landscaped and is overlooked on all four sides and linked through north and south by green pathways. In addition smaller pocket green spaces feature throughout the estate and a tree-lined pedestrian Boulevard links to the 'formal square and the Extra Care Unit. This will again be fenced and include seating areas.

11. In order to facilitate the new access into the redevelopment, Hardwick Primary School is being relocated to the site of the existing St. Gregory's Catholic Primary School. Safe routes to and around the school to link the school into the development have been incorporated into the proposed layout. Links have also been incorporated to the existing off-site sports field, which is to be improved to establish a fully drained junior sized football pitch and a Multi Use Games Area.

12. The Proposal also incorporates a Sustainable Urban Drainage Scheme which essentially enables approximately 50% of the surface water run-off from the site to be discharged to a nearby watercourse thereby reducing the requirement for expensive below ground attenuation tanks and also creating a wetland habitat in the nearby Hardwick Dene nature reserve. The Tees Valley Wildlife Trust has been involved in the design of this scheme since its inception.

## **CONSULTATIONS**

13. Local residents have been individually notified of the application and it has also been advertised on site and in the local press.

### **14. Councillors W H Noble**

As a local resident I am in favour of the development. As a local councillor I must declare an interest.

### **15. Head of Technical Services**

The development is to be designed and constructed in accordance with the Councils Design Guide and Specification (Residential and Industrial Estates) Current Edition. Further to this I would comment as follows:

Internal visibility splays on the main route within the estate should be 4.5 x 70metres and splays when emerging from a cul-de-sac should be 3x33metres. Within the splays planting must not grow to a height in excess of 600mm. This should be implemented as a condition on the application.

Tactile paving at pedestrian crossing points is required.

A traffic-calming scheme must be agreed with the Local Planning Authority.

A safety audit in line with national guidance is required.

A Departure from Standard Form has been submitted with the application for reduced parking for four bedroom properties. After consideration the reduced standard has been deemed as acceptable.

All parking courts are to be privately maintained, therefore they should be secured by design, to include lighting.

A service strip should be implemented on the eastern side of the new access road in order to allow for future maintenance. A service strip is also necessary on the western side of the open space between plots 207-216 for similar reasons.

The footpath / cycleway should be designed in accordance with SBC standards and run continuously throughout the site.

All driveways should be 90degrees to the centre of the carriageway.

All vehicles must be able to leave the parking courts in a forward gear.

All driveways must be a minimum length of 6metres, if less (5.5metres) then a roller shutter door must be fitted.

I have no knowledge of flooding to this site and the applicant is advised to make there own enquiries.

#### 16. Environmental Health Unit

No objection in principle subject to the following being addressed by condition:  
Possible land contamination and construction noise.

#### 17. Northern Gas Networks

No objections and mains record shown.

#### 18. Corporate Director Children, Education and Social Care

The service will welcome a positive decision to expedite progress on the construction of the new primary school.

#### 19. CPRE

We welcome the proposal to bring a range of new quality dwellings to the area, which has an established community and existing services. We think it is important to have adequate parking and infrastructure; clearly congestion is an issue affecting the major routeways. Equally the area does have some existing trees and we would wish to ensure that appropriate provision of community recreation/greenspace is incorporated in the masterplan. For the area to be success quality of life must be facilitated for the residents. We wish the scheme well and believe it will be an attractive addition to Stockton's residential offer, on a brownfield site.

#### 20. Landscape Officer

The landscape proposals for the above scheme are deemed to be acceptable subject to the imposition of suitable conditions controlling landscape and visual amenity including long-term management of the proposals.

#### 21. The Environment Agency



The Agency has no objection, in principle, providing the surface water attenuation is constructed as proposed. However the final details of the attenuation system have not yet been provided therefore if planning permission is to be granted, the following conditions should be included; drainage from parking through an oil interceptor, phased programme for the provision of the surface water attenuation scheme and condition on storage of oils.

#### 22. CE Electric UK

Standard mains records shown.

#### 23. Northumbrian Water

Standard foul and surface water comments.

#### 24. One North East

One NorthEast is supportive of the application, which is considered to complement Stockton's wider regeneration aims and objectives. The Agency would encourage the Local Planning Authority to give careful consideration to the phasing of the development of the site, to ensure it does not prejudice other strategic regeneration projects, in particular the North Shore site.

As you are aware the Regional Economic Strategy also promotes the need for quality of place within existing and proposed development. The following comments relating to the design aspects of the development are made by the Agency outside of its role as statutory consultee.

The built form proposed is broadly welcomed, with clear effort made to establish character areas, a mix of house types and a hierarchy of streets and spaces. The perimeter block arrangement is appropriate, however as configured, fails to create a connected and permeable network of streets. The overuse of cul-de-sacs will also compromise opportunities to create a connected community.

There is also concern in relation to the specifics of the proposal with the standard house types proposed failing to demonstrate that any consideration has been given to local vernacular in terms of style, detailing or materials. There appears to be little consideration of best practice advice such as Lifetime Homes and Building for Life.

The orientation of buildings appears to have received little consideration with few units facing less than 30 degrees east or west due south. As a result opportunities to achieve natural day lighting and solar gain are limited. In addition, whilst unit types that 'turn the corner' are proposed there are still too many examples of blank gables ends and although efforts to reduce the visual impact of cars are welcomed the number of units with in-curtilage car parking in front of the building line remains high and will also have a negative impact upon the streetscape.

Finally, should the application be viewed favourably, the Agency would request the Local Planning Authority to encourage the developer to pursue the highest standards of quality in the development of this site, e.g., BRE- eco homes, BREEAM, Building for Life and Secured by Design.

#### 25. North East Assembly

This proposal for an alternative layout and distribution of housing in this Council-led regeneration scheme is considered to be in general conformity with RPG1 and Submission Draft RSS. The proposed scheme proposes an increase in the overall number of dwellings to be constructed from 582 to 626 units. The number of dwellings to be demolished as a result of the granting of this application would be 142 units, although the extent of the demolitions that have already taken place means that there would be 123 net additional dwellings as a result of the scheme. This

increase would not cause there to be an oversupply of housing provision in Stockton based on the level of provision set out in the emerging RSS. The Assembly would welcome appropriate phasing arrangements in order to ensure that this development is delivered alongside other commitments in the Borough.

The Assembly would welcome the local authority ensures that the new development incorporates energy efficiency measures and/or embedded renewable energy and contributes to delivering sustainable communities through other aspects of its design and layout.

26. Sport England

No objection subject to the imposition of a planning condition, which secures the replacement playing field provision prior to the loss of the area at Hardwick Primary.

27. Natural England

Based on the information, Natural England advises that the above proposal is unlikely to have an adverse affect in respect of species especially protected by law, subject to a condition that the development is in accordance with the mitigation report.

28. Neighbours were notified and any comments received are below: -

29. Stephen Mitchinson on Behalf of Hardwick Baptist Church

There is a fundamental design flaw with the introduction of a garage area behind Hardwick Baptist Church. This will be an 'unofficial' access way from the green playing area to the local shop and Tesco shopping area through the church grounds and neighbour's property. This will be a nuisance and crime hotspot with a detrimental impact on the church, existing and new neighbours. This should be reconsidered and the design reverted back to something similar to the first proposal 05/3466/FUL.

30. Mr R Pickering, 1 Warden Close' Stockton-on-Tees

Plans should not be allowed to be changed again. No bungalows are now to be built for old people because they would use up land space for bigger housing and they have grabbed school playing fields which the Government assured everyone would not be allowed.

31. Anthony Chapman, 223 Piper Knowle Road' Stockton-on-Tees

The cycle/walkway path to be built will be a security risk, a noise and nuisance liability. There will be an increase in rubbish being dumped. Motorcycles that race up and down will use this instead, drug addicts and needles will be left there, as well as graffiti on the fences. This will be a meeting point for youths, causing noise and disruption. I would prefer it to be within the confines of the next property rather than have any type of pedestrian walkway. This will directly affect my peace and security.

32. Mr Glen Rudd, 225 Piper Knowle Road' Stockton-on-Tees

A cycle path beside my home will cause problems by attracting jumping/motorcycles/drugs/drinking and gangs hanging around. The cycle path at the top of the estate already suffers these problems. There is a safety aspect as there is a bus stop close to the proposed entrance to the cycle path. There are no bungalows on the plans, which was promised. This will cause problems as ageing residents will not sell because they do not want to live in flats.

33. Mr E Devine, 21 Embleton Walk' Stockton-on-Tees

I am a disabled driver and the new road from Harrogate Lane will mean the loss of the drive into my garden, as there is a ramp outside my house. The ramp could be made further east and located opposite the Elstob Close car parking spaces and not be in front of any houses on either side of the new road. Because of my disabilities it is my belief that you are infringing on my human rights by blocking my drive. I object to the proposed standard trees in front of my house, which will block out the light and sun to our houses, which we have enjoyed for many years with open aspect.

34. Mrs R Conlin, 21 Whessoe Walk' Stockton-on-Tees

The existing homes are not the problem on Hardwick. These homes can be refurbished. Most residents have the same opinion on what the problem is and why building new homes will not rectify it.

35. Mr J Preston, 5 Roecliffe Grove Stockton –on-Tees

Object to the proposed traffic control system for Harrogate Lane entrance into the new Hardwick development as this would result in air pollution caused from standing traffic. The garden of our residence backs directly onto Harrogate Lane in the area of the proposed traffic lights. The exhaust gas emissions that will include Carbon Monoxide and PM10 levels from the traffic should be assessed to ensure no likely adverse effects on the health of residents in the area. Furthermore the exit from Hartwith Drive onto Harrogate Lane, the only exit, is dangerous at present due to the volume of traffic, the sighting of traffic lights within a couple of hundred yards of the exit will make it significantly more hazardous to any resident wanting to turn right towards the A177.

36. Mr & Mrs Metcalfe, 195 Piperknowle Road Stockton on Tees

As you can appreciate Piperknowle Road is a very busy well used road in and out of the estate, and extra traffic i.e. wagons and lorries will only add to the traffic congestion already caused by an excess number of cars and the public transport leading to parking problems and concerns about the road outside our property as I believe it is subsiding.

## **PLANNING POLICY CONSIDERATIONS**

37. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that if regard is to be had to the development plan for the purpose of any determination to be made under the Planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise. In this case the relevant Development Plans are the Tees Valley Structure Plan (TVSP) and the Stockton on Tees Local Plan (STLP).

38. In respect of housing, the Tees Valley Structure Plan reflects national and regional guidance. The strategy adopted in the Tees Valley Structure Plan is one of sustainable urban growth with the majority of new development taking place on previously developed land within urban areas or along public transport corridors on the edge of the main built-up areas. The Structure Plan also supports the need for increased residential densities and the provision of affordable housing as appropriate.

39. The relevant development plan in this case is the adopted Stockton on Tees Local Plan.

### **Policy GP1**

Proposals for development will be assessed in relation to the policies of the Cleveland Structure Plan and the following criteria as appropriate:

- (i) The external appearance of the development and its relationship with the surrounding area;
- (ii) The effect on the amenities of the occupiers of nearby properties;
- (iii) The provision of satisfactory access and parking arrangements;
- (iv) The contribution of existing trees and landscape features;
- (v) The need for a high standard of landscaping;
- (vi) The desire to reduce opportunities for crime;
- (vii) The intention to make development as accessible as possible to everyone;
- (viii) The quality, character and sensitivity of existing landscapes and buildings;
- (ix) The effect upon wildlife habitats;
- (x) The effect upon the public rights of way network.

### **Policy HO3**

Within the limits of development, residential development may be permitted provided that:

- (i) The land is not specifically allocated for another use; and
- (ii) The land is not underneath electricity lines; and
- (iii) It does not result in the loss of a site which is used for recreational purposes; and
- (iv) It is sympathetic to the character of the locality and takes account of and accommodates important features within the site; and
- (v) It does not result in an unacceptable loss of amenity to adjacent land users; and
- (vi) Satisfactory arrangements can be made for access and parking.

### **Policy HO4**

In housing developments exceeding 2 hectares (5 acres), affordable housing shall be provided to an extent agreed between the council and the developer as appropriate to help meet any local need. There shall be arrangements to ensure that the benefits will be passed on to subsequent, as well as initial occupiers.

### **Policy HO11**

New residential development should be designed and laid out to:

- (i) Provide a high quality of built environment which is in keeping with its surroundings;
- (ii) Incorporate open space for both formal and informal use;
- (iii) Ensure that residents of the new dwellings would have a satisfactory degree of privacy and amenity;
- (iv) Avoid any unacceptable effect on the privacy and amenity of the occupiers of nearby properties;
- (v) Pay due regard to existing features and ground levels on the site;
- (vi) Provide adequate access, parking and servicing;
- (vii) Subject to the above factors, to incorporate features to assist in crime prevention.

**Policy EN4** states that development which is likely to have an adverse effect upon sites of nature conservation importance will only be permitted if:-

- (i) There is no alternative available site or practicable approach; and
- (ii) Any impact on the sites nature conservation value is kept to a minimum.

Where development is permitted the council will consider the use of conditions and/or planning obligations to provide appropriate compensatory measures.

### **Policy REC1**

Development which would result in the permanent loss of playing space will not be permitted unless:

- (i) Sports and recreation facilities can best be retained and enhanced through the redevelopment of a small part of the site, or
- (ii) Alternative provision of equivalent community benefit is made available, or
- (iii) The land is not required to satisfy known local needs.

40. **Planning Policy Statement 1:** Delivering Sustainable Communities lists design as one of the fundamental ways of delivering sustainable development and states that planning authorities should prepare robust policies on design and access. Such policies should be based on stated objectives for the future of the area and an understanding and evaluation of its present defining characteristics.

41. **Planning Policy Guidance Note 3 and Planning Policy Statement 3:** Housing identifies the priority given to different housing sites and states that Local Planning Authorities should avoid developments, which make inefficient use of land. PPS 3 effective April 2007 seeks to secure mixed communities with developments incorporating both affordable housing and appropriate levels of housing.

42. **Planning Policy Guidance Note 13:** Transport seeks to integrate planning and transport by reducing the reliance on the motor car, encouraging the use of more sustainable transport choices, reduce the need to travel, and promote accessibility to jobs, shopping, leisure facilities and services by public transport, cycling and walking.

## **MATERIAL PLANNING CONSIDERATIONS**

43. The main considerations of this application relate to the impact of the proposed development on the locality in terms of residential amenity, vehicular access and highway safety and whether it satisfies the requirements of the Local Plan Policies and Government Guidance.

### Site Characteristics, Detailed Design and Residential Amenity

44. The site is located within the development limits. Policy HO3 of the local plan indicates that residential development within the limits of development is acceptable provided it meets a number of criteria.

45. The proposed residential layout incorporates a mix of houses and apartments and has been designed to be in keeping with the local context with the use of red brick and clay and slate effect tiles with render on some of the buildings. The proposal also incorporates bespoke boundary treatments and street furniture designed to enhance the character of the development.

46. The site is approximately 16 hectares and with the proposed 626 dwellings equates to a density of approximately 40 within the guidelines of 30-50 dwellings advocated by Planning Policy Guidance Note 3: Housing (PPG3). The proposal involves the re-use of existing brownfield land for housing to provide a mix of dwellings including social housing and fully accords with national policy which encourages the reuse of previously developed land.

47. The proposed layout has been designed to ensure that adequate distances are met. The internal arrangements together with the positioning of window openings have been designed to negate any overlooking and it is considered that the proposal would not impinge on the privacy or amenity of surrounding residential properties.

48. Given the Council's ownership of the land, officers have been involved in the preparation of the scheme and the layout, house designs, tenure mix follow the Council's guidance.

49. Concerns have been raised regarding the introduction of a garage area behind Hardwick Baptist Church. The scheme had been revised to remove the garages from this area.

50. A resident has commented on the lack of bungalows in the proposed scheme and the loss of school playing fields. The proposal includes the provision of 4 bungalows in accordance with Endeavour's housing requirements. These are in addition to a number of bungalows provided on the two earlier approved phases as well as a 50-unit extra-care scheme and 20 apartments for the

over-55s. In respect of the development of the playing fields, a new junior football pitch and playing field forms part of the new school development alongside improvements to Pyramid Park to provide a Multi Use Games Area and football pitch. Sport England has raised no objection to the proposals.

51. The Proposal also incorporates a Sustainable Urban Drainage Scheme which essentially enables approximately 50% of the surface water run-off from the site to be discharged to a nearby watercourse thereby reducing the requirement for expensive below ground attenuation tanks and also creating a wetland habitat in the nearby Hardwick Dene nature reserve. The Tees Valley Wildlife Trust has been involved in the design of this scheme since its inception and the design will enhance.

52. All of the Consortium's products are compliant with up-to-date Government guidance concerning housing and meet all current building regulation specification and many exceed current specification. In terms of Ecohomes the applicant is working to achieve a rating of good for the new housing for sale and the Endeavour units will achieve a rating of very good.

### Means of Access, Parking and Traffic Issues

53. The application is accompanied by a Transport Assessment, which concluded that the redevelopment of the Hardwick Estate is unlikely to have a major effect on the local road network although some off-site highway improvements will be required. The cost of these works will be met by the developer and will be required to enter into a Section 278 Agreement for the construction of the highway works.

54. The redevelopment has been designed with traffic-calmed routes through the area and an overall environment where other modes of transport are encouraged. The principle roads will be a new 'link' road from Harrogate Lane to Piper Knowle Road and both running north south. The east west links will be provided by Whorlton Road and Waldrige Road opening off Newham Road.

55. Concerns have been raised about the loss of the drive into the garden of 21 Embleton Road. New driveways have now been incorporated into the scheme to overcome these concerns. Proposed parking areas at the ends of the existing streets of Elstob Close, Elwick Close and Embleton Close, have been removed to enable the provision of a cycleway/footpath whilst maintaining scope for landscape treatment.

56. In order to achieve appropriate sightlines at the Harrowgate junction there may be a requirement to remove some existing trees but every effort will be made to minimise any loss.

57. The road network through the development connects and enhances other links to existing and proposed footpaths/cycleways whilst providing access to community facilities (schools, local shops, Community Centre and other leisure facilities). Barriers will be provided throughout the cycle route to prevent motorcycles using it and also slow down cyclists. Concerns have been raised by two residents in Piper Knowle Road objecting to the cycle/walkway path adjacent their properties leading to problems of security risk, noise and nuisance liability. A landscape treatment to the area has been incorporated to mitigate any perceived anti-social behaviour issues in this location.

58. The majority of car parking spaces have been provided in parking courts set behind the dwellings to remove as many cars as possible from view and also reduce their visual impact, although in some locations parking areas are located in front of some properties and sections of the street scene. Lighting has been incorporated into the design of the parking courts and is designed to ensure that passive surveillance is enhanced. The distance from the car-parking space to the home is also kept to a minimum.

59. A number of the private garden areas are less than those generally considered appropriate for residential proposals especially those associated with family housing. These design considerations must be weighed against the need to regenerate a seriously degraded area as well as provide an impetus to develop other social, economic and community initiatives within the identified area.

60. All pedestrian routes are directly overlooked by dwellings and where possible located in, or next to, green areas.

61. The Head of Technical Services has considered the highway arrangements in terms of how it functions and highway safety implications as well as general parking provision and is satisfied with the proposal

## **CONCLUSION**

62. Overall the nature and scale of the development is acceptable and parking provision and access is satisfactory. It is considered that the site could satisfactorily accommodate the residential proposal without any undue impact on the amenity of any adjacent neighbours and does not conflict with policies in the Development Plan.

63. This is a flagship regeneration scheme, which will regenerate a disadvantaged area and involve the replacement of obsolete housing and the creation of a better quality living environment and would also bring forward plans for a new school and community and leisure facilities. The application is accordingly recommended for approval with conditions.

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**Financial Implications** – As report

**Environmental Implications** – As report

**Community Safety Implications** – As report

**Background Papers** – Planning Policy Statement 1: Delivering Sustainable Development, Stockton on Tees Local Plan (June 1997), Adopted Tees Valley Structure Plan (February 2004), Draft Regional Spatial Strategy, Planning Application 05/3466/FUL, Planning Policy Guidance No.3: Housing, Planning Policy Statement 3: Housing.

**Human Rights Implications** - The provisions of the European Convention of Human Rights 1950 have been taken into account in the preparation of this report

**Ward**

Hardwick

**Ward Councillors**

Councillor Mrs E.A. Nesbitt, Councillor W H Noble