

DELEGATED

AGENDA NO

PLANNING COMMITTEE

18th July 2007

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

07/1265/FUL

**Land Off Norton Road, Stockton On Tees,
Residential development comprising of 552 no. dwellings and associated car parking and
open space.**

Expiry Date: 27th July 2007

Summary:

Planning permission is sought for the erection of 552 no. dwellings on a former industrial site (known as Queens Park North), off Norton Road, Stockton on Tees.

In view of the scale of the proposal and the location of the development, an Environmental Statement (ES) has been submitted with the application. The ES concluded that whilst there will be a number of temporary adverse impacts during construction, the scheme once built and occupied will improve the image of the area as a high quality residential location. The ecological principles used to aid the design of the balancing pond and watercourse has helped to offset the residual effects on the natural environment.

Also supporting the application are a Planning Statement, Design and Access Statement, Transport Assessment, Ecology Report, Site Investigation and Remediation Report, Landscape Scheme and a Flood Risk Assessment.

The development as proposed is acceptable in terms of highway safety, does not adversely impact on the neighbouring properties and character of the area, ecological habitat and flooding and is considered to be in line with general planning policies set out in the Development Plan and is recommended for approval with conditions.

RECOMMENDATION

It is recommended that planning application 07/1265/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): - 2587/07; 2587-03 REVG;2587/GAR-1to 4;1289/DET/183 and 184;2587/B-4;2205/AB3/01;2089/ASH/01E;2089/CHL/01F;2587/CHL-P/01;2587/CHL/01F;2205/CO3/01A;2205/DER/01A;2089/EAE/01C;2089/ENF/01C;2089/ESK/01 B;2587/FAL-2/01;2587/FAL-1/01;2361/GLE/01B;2361/FAD/01C;2587/GLO/01;2205/iPC/3/01E;2205/KET/01C;2205/KEN/01B ;2205/KES/01E;2089/LAG/01B;2205/MAI/02A;2587/NOR/01B;2587/PAL/02B;2205/PAL/02B;22

05/NOR/01B;2089/RAW/01B;2361/DAL/01D;2587/THD/01;2205/TC4/01A;2205/TC3/01A;2205/WAS/01B;2205/WOO/13A;2587/AST/02;2587/AST/01.

Reason: To define the consent.

02. The development permitted by this planning permission shall not be initiated by the undertaking of a material operation as defined in Section 56(4)(a)-(d) of the Town and Country Planning Act 1990 in relation to the development, until a planning obligation pursuant to Section 106 of the said Act relating to the land has been completed and lodged with the Local Planning Authority and the Local Planning Authority has notified the persons submitting the same that it is to the Local planning Authority's approval. The said planning obligation will provide that the sum of £250,000 for the purpose of educational infrastructure improvements and £125,700 for transport infrastructure improvements will be paid to the Local Planning Authority.

Reason: To ensure the necessary level of infrastructure is in place to meet the additional demands placed on the infrastructure of the area.

03. 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.

04. 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.

05. Notwithstanding the submitted plans 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.

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. No development approved by this permission shall be commenced until a detailed design scheme for the proposed watercourse and balancing pond has been submitted to and approved in writing by the Local Planning Authority. Such a scheme shall be completed in accordance with the approved plans and retained throughout the life of the development.

Reason: To protect the water environment.

08. Prior to the commencement of development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), a scheme to deal with the risks associated with contamination of the site shall be submitted to and approved, in writing, by the Local Planning Authority. That scheme shall include all of the following elements unless specifically excluded, in writing, by the Local Planning Authority.

1. A desk study identifying:

- all previous uses**
- potential contaminants associated with those uses**
- a conceptual model of the site indicating sources, pathways and receptors**
- potentially unacceptable risks arising from contamination at the site.**

2. A site investigation scheme, based on (1) to provide information for an assessment of the risk to all receptors that may be affected, including those off site.

3. The results of the site investigation and risk assessment (2) and a method statement based on those results giving full details of the remediation measures required and how they are to be undertaken.

4. A verification report on completion of the works set out in (3) confirming the remediation measures that have been undertaken in accordance with the method statement and setting out measures for maintenance, further monitoring and reporting.

Any changes to these agreed elements require the express consent of the Local Planning Authority.

Reason: to protect controlled waters

09. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, an amendment to the Method Statement detailing how this unsuspected contamination shall be dealt with.

Reason: to protect controlled waters.

10. Prior to being discharged into any watercourse, surface water sewer or soakaway system, all surface water drainage from impermeable parking areas and hard standings shall be passed through trapped gullies with an overall capacity compatible with the site being drained.

Reason: To prevent pollution of the water environment.

11. Any facilities, above ground, for the storage of oils, fuels or chemicals shall be provided with adequate, durable secondary containment to prevent the escape of pollutants. The bunded area shall be designed, constructed and maintained in order that it can contain a capacity not less than 110% of the total volume of all tanks or drums contained therein. All filling points, vents, gauges and sight glasses should be bunded. Any tank overflow pipe outlets shall be directed into the bund. Associated pipework should be located above ground and protected from accidental damage. There shall be no gravity or automatic discharge arrangement for bund contents. Contaminated bund contents shall not be discharged to any watercourse, land or soakaway. The installation must, where relevant, comply with the Control of Pollution (Oil Storage) (England) Regulations 2001 and the Control of Pollution (Sludge, Slurry and Agricultural Fuel Oil) Regulations 1991 and as amended 1997.

Reason: To prevent pollution of the water environment

12. No development approved by this permission shall be commenced until a scheme for the provision of a surface water drainage system including attenuation to existing discharge rates has been approved by the Local Planning Authority. The scheme shall be implemented before the construction of impermeable surfaces draining to this system unless otherwise agreed in writing by the Local Planning Authority.

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

13. Twelve of the residential units hereby approved shall be affordable and provided in the form of shared ownership and/or shared equity and shall be in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority before development commences. Such a scheme shall include details of the following, as appropriate and shall be provided as part of the overall development hereby approved.

- i) the delineation of the area or areas of the site upon which the affordable dwellings will be constructed;**
- ii) the type and size of affordable dwellings to be provided;**
- iii) the arrangements the developer shall make to ensure that such provision is affordable for both initial and successive occupiers;**
- iv) the phasing of the affordable housing provision in relation to the provision of open market housing on the site;**
- v) Occupancy criteria and nomination rights in relation to identified housing need.**

Reason: To achieve a satisfactory form of development.

14. Notwithstanding the submitted plans a detailed scheme for landscaping and tree and/or shrub planting and grass including planting and construction techniques for pits in hard surfacing 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.

15. No development shall commence until a scheme for the protection from construction works of trees required by the Local Planning Authority to remain is submitted to and agreed in writing by the Local Planning Authority.

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

16. A 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. Landscape maintenance shall be detailed for the initial 5 year establishment period followed by a long-term management

plan for a period of 20 years. 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.

17. 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.

18. No development shall take place within the area indicated until the applicant, or their agents or successors in title, has completed the implementation of a phased programme of archaeological work in accordance with a written scheme of investigation submitted by the applicant and approved in writing by the local planning authority. Where important archaeological remains exist provision should be made for their preservation in situ.

Reason: The site is of archaeological interest.

19. Before the use commences, any living rooms or bedrooms with windows affected by traffic noise levels of 68 dB(A) L10 (18 hour) or more (or predicted to be affected by such levels in the next 15 years) shall be insulated in accordance with a scheme approved by the Local Planning Authority for the protection of this proposed accommodation from road traffic noise.

Reason: To protect the amenity of the occupants of the dwellings from excessive noise.

20. Before the use commences, any living rooms or bedrooms with windows affected by railway noise levels in excess of 65 dB(A) (LAeq) (measured at a point 1 metre from the facade of any dwelling) between 07.00 and 22.00 hours or 60 dB(A) (LAeq) between 22.00 and 07.00 hours, the developer shall insulate the dwellings in accordance with a scheme approved by the Local Planning Authority for the protection of this proposed accommodation from rail traffic noise.

Reason: To protect the amenity of the occupants of the dwellings from excessive noise.

21. There shall be no open burning of waste materials on the site except in a properly constructed appliance of a type and design previously approved by the Local Planning Authority.

Reason: In the interests of the occupiers of adjacent and nearby premises

22. A Dust Action Plan shall be submitted and agreed with the Local Planning Authority to effectively control dust emissions from the site remediation works, This shall address earth moving activities, control and treatment of stock piles, parking for use during construction and measures to protect any existing footpaths and verges, vehicle movements, wheel washing, sheeting of vehicles, offsite dust/odour monitoring and communication with local residents.

Reason: In the interests of the occupiers of adjacent and nearby premises

23. Development shall not be commenced until the Local Planning Authority has approved in writing the details of the lighting columns, lighting and colour and luminance, including the arrangements for the parking courts.

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

24. No development shall take place unless in accordance with the mitigation detailed within the protected species reports (Sections 5.1 & 5.2 of Barratt – Newcastle. Queen’s Park, Stockton. Bat Surveys and Impact Assessment, June 2007; Section 5.0 of Barratt – Newcastle. Queen’s Park, Stockton. Riparian Mammal Survey and Impact Assessment, June 2007) and associated drawings (Drawing no. Fig 8.5 – Landscape Masterplan & Drawing no. Fig 8.6B Rev. A – Landscape Treatment Strategy) including, but not restricted to adherence to timing and provision of mitigation in advance; undertaking confirming surveys; adherence to precautionary working methods. These mitigation specifications should also be included within the Environmental Management Plan and overseen and monitored by an ecological clerk of works in accordance with the commitments stated in the letter dated 29 June 2007 by White Young Green.

Reason: To conserve protected species and their habitat.

25. Before any development proceeds the applicant shall confirm by hydraulic modelling that the development will not be at risk of flooding, and will not cause or exacerbate flooding elsewhere.

Reason : To reduce the risk from flooding

26. No development shall proceed until the applicant has obtained the necessary Works in Rivers consents from the Environment Agency. Thereafter the works shall proceed only in accordance with the Consent.

Reason: To prevent the increased risk of flooding

27. No development shall proceed until responsibility for the long term maintenance of the culvert extension and other watercourses within the site has been confirmed.

Reason: To ensure the long term operation of the watercourses and prevent the increased risk of flooding

28. No development shall proceed until the detailed design of the culvert and channel works has been agreed in writing with the LPA, including a programme for implementation of those works.

Reason: To ensure the channel works are acceptable and will be completed within a satisfactory timescale.

29. No development approved by this permission shall be commenced until a scheme for the conservation of otters has been submitted to and approved in writing by the Local Planning Authority. Thereafter, the scheme shall be completed in accordance with the approved plans.

Reason: To protect and conserve a protected wildlife species.

30. No development approved by this permission shall be commenced until a scheme for the control of Japanese knotweed has been submitted to and approved in writing by the

Local Planning Authority. Thereafter, the scheme shall be completed in accordance with the approved plans.

Reason: To prevent the spread of an invasive non-native plant species covered by the Wildlife and Countryside Act 1981.

31. Prior to commencement of development a Residential Travel Plan shall be submitted to the Local Planning Authority and approved in writing. The Plans shall establish clear targets and procedures for monitoring and review of such targets, and the Local Planning Authority shall agree any requisite infrastructure improvements and implementation timetable. The Plans shall be implemented as approved.

Reason: In the interests of promoting sustainable travel and highway safety.

32. Prior to the commencement of development a Highways Act Section 278 Agreement shall be entered into for the construction of the two access points into the site which will be by means of a traffic signal controlled junction at the Southern access and staggered protected right turn junctions at the northern access point and the Talbot Street/Norton Road junction, including a cycleway/footpath crossing on Norton Road;

Reason : In the interests of highway safety.

33. Prior to the commencement of development A Road Safety Audit in line with the principles contained in the latest Highways Agency HD19/03 and IHT 'Guidelines for the Safety Audit of Highways' shall be submitted to and agreed by the Local Planning Authority. The findings of the report will be implemented as approved.

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 as the overall nature and scale of the development is acceptable and it is considered that the site could satisfactorily accommodate the residential proposal without any undue impact on the amenity of any adjacent neighbours, ecological habitat and flooding and is acceptable in terms of highway safety and there are no other material considerations, which indicate a decision, should be otherwise.

Stockton on Tees Local Plan policies GP1, HO3, HO4, HO11, EN16 and EN34.

BACKGROUND

1. The application site is approximately 14ha derelict site on the edge of Stockton Town Centre situated between the Durham Road By Pass and Norton Road. The site has been used over the past 150 years for numerous heavy industrial uses, which have resulted in the site being heavily contaminated with heavy metals and tars. The majority of the site has not been in use for around 25 years and the door manufacturing on the site ceased around 10-15 years ago.

2. The site has previously been the subject of two linked applications for mixed –use development in 2001 but were not determined.

THE PROPOSAL

3. The site is located to the north of Stockton Town Centre, on the north side of the junction of the A177 and A139. Norton Road runs adjacent the east of the site and the Durham Road By pass runs to the west. The Stockton - Hartlepool railway line forms the western boundary and the northern boundary is defined by the rear of properties along Swinburn Road and Brentford Road,

which are part of the adjacent housing estate. Part of the northern boundary of the site is formed by Lustrum Beck (a site location plan is attached at Appendix 1).

4. The site currently comprises a derelict former industrial site with large areas of unmanaged vegetation, and areas of hardstanding and piles of demolition rubble scattered across the site.

5. This is a full application for residential development comprising 552 no. dwelling units ranging from apartments to family homes with associated car parking, public open space and landscaping.

6. The design comprises a mix of units, providing a broad range of accommodation from 2,3 and 4 bedroom houses and townhouses and 1 and 2 bed apartments (a detailed site layout plan is attached at Appendix 2 and a sample of the elevational treatment is shown in Appendix 3). The dwelling units comprise 50 no. 1 bedroom apartments; 108 no. 2 bedroom apartments; 51 no. 2 bedroom Town Houses; 254 no. 3 bedroom Town Houses and 89 no. 4 bedroom Town Houses.

7. The proposed scheme follows a 'home zone' layout format that has been designed with traffic-calmed routes through the area and an overall environment where other modes of transport are encouraged. The hierarchy of roads steps down from the primary roads, which are wider and more formal to subsidiary roads, which are narrower and less formal designed to indicate to users that they are now entering private space where vehicle speeds are calmed.

8. A sequence of character zones have been set out around the site and defined by a variety of treatments including corner blocks to provide positive statements throughout the development; specially designed units to contain the central urban square and flatted development to contain the open space along Norton Road. I-Pad flats are located to the south of the site designed to aid the transition from the commercial uses of the town centre to the residential uses progressing north. (Examples of these character areas are shown in Appendix 4).

9. The site is accessed via two main access roads from Norton Road. These roads will serve the majority of the site and take the form of a 6.75 m highway. Within the body of the site a road hierarchy is established between the main access road and less formal streets. These have been identified as Roads, Streets, Lanes and Mews. The geometry of the differing types of roads are designed to actively reduce vehicle speeds. The inter-connected routes define the housing blocks within the development, for example large neighbourhood blocks are defined by the main movement routes and are reduced in scale along shared access routes and Mews. The housing blocks reinforce the permeability and clearly identify the ease of movement through the proposed scheme.

10. Trees identify the main street and give it a distinctive character. The tree lined Avenue links to the Open Space of the balancing pond with the tree cluster on the western boundary. The open space is positioned to provide a landscape buffer between the proposed development and existing properties along Brentford Road and Swinburn Road to the north. Structural landscaping is provided in certain locations to protect and soften external views into the site. This will be along the western boundary and in particular when viewed from the elevated section of the A177 where it passes over the existing railway. Properties backing onto this boundary have extended gardens to allow sufficient private space with additional garden area to accommodate tree planting.

11. A balancing pond, required to attenuate excess surface water will provide a water feature at the northern entrance to the site creating a common link between the pond, Lustrum Beck and the new open watercourse all sharing the public open space.

12. As previously mentioned the site is heavily contaminated and will be subject to a major reclamation scheme, which will require a total re-grade of the entire site in line with the reclamation and removal of contaminated material. This will restore the site to more natural contours and will necessitate the culverting of part of Lustrum Beck and the creation of a new open water course

within the proposed Public Open Space. The application is accompanied by a remediation strategy. The implementation of the remediation programme and development of the site is proposed to take 12 years in total, with the projected build rate being 50 per year.

13. Twelve affordable housing units are provided on site and will be designed to the same specification and standard as the private market housing and will be pepper potted across the site.

14. An Ecological Review of the site has been carried out including surveys for invertebrates, breeding birds, bats and riparian mammals. The site surveys did not reveal evidence of protected species roosting or breeding on site, however to minimise the habitat loss for the diversity of non protected species, it is intended that a range of mitigation measures including landscape planting and the remodelling of Lustrum Beck watercourse should be put in place as a priority following site clearance for land remediation work and prior to the commencement of built development.

15. A Flood Risk Assessment accompanies the application. The development proposal includes extending the culvert of Lustrum Beck, remodelling of the channel of Lustrum Beck and a balancing pond will be required to attenuate surface water run-off from the site and provide increased flood storage capacity.

16. Contributions have been sought to fund off-site highway works at the Riverside Roundabout and provide additional public transport infrastructure to support sustainable links from the development to local facilities. These comprise a relocated bus shelters, a pedestrian crossing on the A177 and a cycleway will also feature within the site and will be linked to the existing network.

17. The applicant has agreed to provide a financial contribution of £250,000 for additional school places should they be required which is acceptable to the Planning and Policy Officer in Education.

CONSULTATIONS

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

19. The following Consultations were notified and any comments they made are below: _

20. Councillor S Nelson

At the back of Milburn Crescent there are tonnes of old ballast, which should be considered for clearance.

21. North East Assembly

The development of this site will assist in the delivery of a number of objectives of RPG1 and the submission draft regional spatial strategy (RSS), and therefore the principle of development in the location proposed is in general conformity with RPG1 and the submission draft RSS. It is recognised that bringing back into use this vacant site in the inner suburbs of Stockton will contribute to the regeneration of the town and allow for significant investment.

This site is a sequentially preferable site, in a sustainable location, and therefore the development of this site is in general conformity with the objectives of RPG1 policy DP1 and submission draft RSS policy 3. The development of a previously developed site in the town of Stockton on Tees, located within the conurbation, is also in general conformity with the objectives of submission draft RSS policies 3 and 7, and the locational strategy, as defined in paragraph 2.53 of the RPG1.

The development of the site for housing will assist in meeting previously developed land targets established in RPG1 and the submission draft RSS; and the density of the development is

considered to be appropriate in the context of submission draft RSS policy 30. However, the scheme does present some issues of conflict with RPG1 and the submission draft RSS. The development proposal, if permitted, will amplify the overprovision situation in the district, which presents an issue of conflict with RPG1 policy H2 and the submission draft RSS policy 30. However, it is recognised that the development of the site will contribute to a number of the regenerative objectives of both RPG1 and the submission draft RSS; will result in the development of a derelict, previously developed site; and is in line with the sequential approach to development and the locational strategy. The overprovision of housing in the borough of Stockton on Tees is identified as an issue for the local authority to consider in determining the application.

The planning statement indicates that it has been accepted that, given the remediation costs in developing the site, affordable housing will not be provided as part of this development. RPG1 policy H7 and the submission draft RSS policy 32, state that provision should be made for a mix of dwelling type, size and tenure (including affordable housing where it is needed), in order to meet the needs of all sectors of the community. However, the viability of delivering affordable housing on the site, and the extent to which affordable housing needs exists in the district, are matters for the local authority to consider in determining the planning application.

There are opportunities to reduce the environmental impact of the development through the incorporation of embedded renewable energy and energy efficiency measures. This proposal would better meet the objectives of regional planning policy through the incorporation of energy efficiency measures and embedded renewable energy generation.

22. One North East

One NorthEast has no objection to the principle of the development. It is noted that a 3.7ha area of land to the south of the site is excluded from the application, being retained by Stockton Borough Council with the future intention of submitting an application for employment uses at a later date, in line with the whole site's allocation for a mix of uses. It is acknowledged that a mixed-use redevelopment of the site may well be the key to ensuring that the entire site is brought back into beneficial use since the costs of developing and remediating the site may outweigh the returns available for business accommodation.

We consider the application site to be of strategic importance, both as a gateway site to Stockton Town Centre and in terms of its proximity to the North Shore site. In this context the Agency would seek to ensure a high quality form of development, which would set the design standards for the rest of Stockton.

The Agency makes a number of comments relating to design aspects of the development outside of its role as statutory consultee including the overall layout is broadly acceptable and the traditional design of the houses would benefit from further detailing. Solar gain opportunities should be fully exploited. Considerable effort has been made to ensure that buildings respond to and turn corners. There are a few points where internal vistas are terminated by gable ends, which should ideally be addressed. The eastern boundary onto Norton Road and the building setback this creates has produced a significant strip of land, and consideration should be given by Stockton Borough Council to gifting this land to the developer so that they can pull the building line closer to the road, creating a setback distance more typical of Norton Road and reducing maintenance liabilities. The main square is a focus point for the new neighbourhood and, and dwellings should be future proofed by housing types that have a flexible ground floor layouts/appropriate floor to ceiling heights to enable the potential to accommodate retail units in the long term.

23. Tees Valley Unlimited

That Stockton-on-Tees Borough Council be informed that the Planning and Economic Strategy Board of Tees Valley Unlimited has the following comments on the planning application for residential development on land at Norton Road, Stockton:

- (i) the proposal accords with the spatial strategy of both the draft Regional Spatial Strategy for the North East and the adopted Tees Valley Structure Plan;
- (ii) the Borough Council should be satisfied that the proposed housing development need not include affordable homes;
- (iii) the Borough Council should be satisfied that the development would not be liable to cause or exacerbate flooding on the site or elsewhere;
- (iv) the Borough Council should be satisfied that any remedial measures necessary to deal with contamination on the site are carried out; and
- (v) the Borough Council should be satisfied that updated traffic impact assessment is provided and agreed for the site.

24. Network Rail

Object to the proposal as submitted. This is on the basis that the layout proposed does not provide any HGV access to the remaining Network Rail land as discussed in preliminary meetings and correspondence in relation to the release of part of our strategic freight site for the housing development. The plans submitted do not show such an access and therefore cannot be supported. With reference to the protection of the railway, there are further requirements which must be met including drainage; operational use of cranes and other plant; excavations and works compounds; security of railway boundary; boundary treatment and safety barriers; approval prior to works commencing on site; construction and future maintenance; tree planting and new lighting requirements.

25. Natural England

Based on the information provided, Natural England advises that the above proposal is unlikely to have an adverse affect in respect of species especially protected by law, subject to the imposition of conditions.

26. Cleveland Archaeologist Section

The Environmental Statement for the application summarises the archaeological resource of the site. It suggests that several features of industrial archaeological interest are recorded prior to development commencing. I agree with this recommendation.

27. Durham Tees Valley Airport

No objection to the proposal.

28. The Environment Agency

The Agency has been supplied with the information required in the sequential test results table in a letter dated 26 June 2007 and email dated 6th July 2007 from Greg Archer (Stockton Borough Council). From the information submitted the Agency is satisfied that the LPA has looked at reasonably available sites in a lower flood risk zone and concluded that the sequential test has been passed.

In addition the Agency acknowledge that part a) of the exception test has now been completed in the form of a letter dated 4 July 2007 from Paul Thornton at White Young Green (WYG) to Greg Archer. As indicated in our previous letter we are satisfied that part b) has been passed. With regards to part c), which relates to the Flood Risk Assessment (FRA), our comments are dealt with below. On this basis the Agency can confirm that the objections in relation to the sequential and exception test can be removed.

Further to our original objection, and the subsequent meeting between Granville Davies (WYG), Greg Archer and Gary Cutter (Environment Agency), an addendum to the original flood risk assessment including a revised site layout drawing has been provided by WYG (dated 4 July 2007).

Based on the proposals in the FRA as revised by this addendum, the Agency is prepared to lift its objections made on flood risk and nature conservation grounds subject to appropriate conditions.

29. Environmental Health Unit

No objection and require conditions covering noise, land contamination, open burning, construction noise and dust/odour nuisance.

30. Urban Design

The application is supported in Urban Design terms as it not only brings about the reclamation of this prominent and derelict site, but also proposes innovative and interesting design solutions for the long term development of the site.

Proposals have been prepared in line with Manual for Streets and we have been involved in significant pre-applications discussions with the applicants design team to take this site forward. Unfortunately due to the complexity of the site it has not been possible to approve all the details of this application prior to determination of the application. Conditions are therefore recommended on any approval.

Highways Comments

The development traffic generation and distribution has been agreed with the applicant. It is proposed that the application site will be accessed via Norton Road from a traffic signal junction adjacent to Bowron Street and a ghost island priority junction to the north. The existing junction of Durham Road by-pass and Richmond Street will also be used.

The impact on a number of off-site junctions has been undertaken by the applicant's consultant White Young Green. These junctions include::

- Bishopton Avenue;
- Norton Road roundabout
- Portrack Interchange;
- Cheltenham Road junction;
- Bridge Road/Riverside junction. And
- North Shore gyratory.

The development will materially impact on the above junctions, however the cost of mitigation of the full works listed for the above junction's must be balanced against the viability of the scheme. It has, therefore, been recommended that contributions are sought that provides the Council with funds to secure improvements to the Bridge Road roundabout. Details of the contributions are listed in the design section below which contains a full list of recommended S106 Contributions.

The layout is acceptable in principle subject to submission and approval of a risk assessment. This assessment should include a Road Safety Audit in line with National Guidance; this shall inform the Local Highway Authority on the safe operation of the 'Squares' and shall address vehicle priority, any potential vehicle-to-vehicle and pedestrian conflict or other conflicts that may arise from the location of street furniture and or trees. The assessment should also consider the risk created by the Sustainable Water Feature (pond), culvert and stream.

The layout complies with the submitted 'Car Parking Departure From Standard' but it is recommended that whilst the parking courts will not be adopted but should be lit and designed to adoptable construction standards and secured by design principles.

However the final layout which takes in to account the Risk Assessment will have to be approved and development will need to comply with the Design Guide and Specification (Residential Estates Development) current edition; to that end planning conditions covering the following are required:

The developer will need to enter into a Highways Act Section 278 Agreement for the construction of the two access points into the site which will be by means of a traffic signal controlled junction at the Southern access and staggered protected right turn junctions at the northern access point and the Talbot Street/Norton Road junction, including a cycleway/footpath crossing on Norton Road;

The developer will need to enter into a Section 38 Agreement(s) for the lengths of highway to be adopted by the Local Authority;

Section 106 Contributions for the following are required;

- . £50,000 for Traffic mitigation measures required on Riverside Road as identified within the Traffic Assessment for the application site;
- . £25,700 for the relocation of the bus shelter on Norton Road;
- . £30,000 for pedestrian crossing improvements on the A177 Durham Road By-Pass;
- . £20,000 for a cycleway connection into Swinburn Road;

A Residential Travel Plan shall be submitted to the Local Planning Authority and approved in writing. The Plans shall establish clear targets and procedures for monitoring and review of such targets, and the Local Planning Authority shall agree any requisite infrastructure improvements and implementation timetable. The Plans shall be implemented as approved;

A Risk Assessment of the proposed development including a Road Safety Audit is required in line with National Guidance; this shall inform the Local Highway Authority on the safe operation of proposed development including highways and water features as noted in the introduction to this section;

Proposed construction materials particularly for the 'squares' are required for consideration for future adoption and maintenance. Further details on material choice and bonding etc is highlighted in the landscape section;

Whilst the design statement for the proposed highway layout and road hierarchy, incorporating 'The Road', 'The Street', 'The Lane' and 'The Mews', materials, design principles, design speed and vehicle swept path analysis is acceptable in principle the final material choice and layout will be informed by the Risk Assessment. It is recommended that the Risk Assessment acknowledges

recent guidance in the 'MfS' which gives a greater emphasis on 'The Place' whilst ensuring road safety is maintained;

The proposed method of traffic calming and its associated features shall be submitted to and approved in writing by the Local Planning Authority;

Parking courts to conform to secured design principles incorporating lighting. Details shall be submitted to and approved in writing by the Local Planning Authority;

Notwithstanding any approval of the landscape plans no planting or obstruction above 600mm within the designated visibility splays is required, together with a condition regarding the protection of the forward visibility splay across plot no 414 to ensure no planting or obstruction above 600mm is undertaken;

A plan showing the location of temporary car parking for use during construction and measures to protect any existing footpaths and verges shall be submitted to and approved in writing by the Local Planning Authority and implemented upon commencement of construction. Thereafter, such car parking to be removed on completion of works.

Landscape Comments

The Soft Landscape proposals have been fully detailed and if viewed in isolation would be acceptable in principle. However, the design represents a significant change in development concept in line with 'MfS', which moves street trees from land in private ownership onto land in the public domain. The Council must therefore fully assess what risks the proposals have for the council in terms of long-term liability for road safety, potential damage and maintenance. A risk assessment has been requested that would assess and quantify the impact of the trees on the highway and to traffic using it and to any potential structural or amenity issues associated with the proximity of trees to the private dwelling houses. This risk assessment remains outstanding.

A planting specification, which shall include construction details of planting pits, is required for approval.

A maintenance specification both for the initial establishment maintenance and future management should also be required. This should demonstrate long-term management for a period of 25 years.

Without a full understating of the risk assessment I would request a condition to be placed on any planning approval for the supply of landscape details for approval prior to commencement of construction.

Whilst not part of the planning process it is noted that it is not the intention of the Developer to offer any part of the soft landscaping other than trees in highways for Adoption/ Title Transfer. This is due to contamination issues associated with the site.

Hard Surfacing: Full details of all hard surfacing will be required. These shall be submitted in a form that illustrates the material specification, bonding pattern and juxtaposition of surfacing with other streetscape features for example enclosure, signage etc

Whilst construction details will be covered on the Highways comments I recommend that a condition be added to any material specification to cover the approval of suffocating, including the submission and approval of samples.

Enclosure: Full details to be provided for approval. Again this will make reference to the outstanding Risk assessment. A condition on approval of enclosure shall therefore be attached to any Planning Consent.

Street Lighting: Details must be provided for consideration for discharge of external works conditions:

Design of Lighting Unit (manufacturer and reference code);
Length of lighting column;
Colour of light source and level of luminance.
Colour of columns.

Full construction details of the Sustainable Urban Drainage together with landscape proposals areas required for approval these will be required to be developed along the lines of the risk assessment for the water feature. It is noted that this risk shall take into account the potential of access to the water by residents, in particular children and motorists both entering the site and travelling along Norton Road.

Built Environment Comments

The development proposal along the lines of Manual for Streets (MfS) is welcomed and will provide a positive contribution to the Urban Environment of this edge of town site.

The illustrations in the design and access statement provide the sense of place that we would wish to see in a development in this location. However, the success of the scheme will be dependant on quality materials being used for the built form in particular streetscape materials. Material choice, laying techniques and bonding together with juxtaposition of these materials with other public realm features is critical to the success of the design and a condition on approval of such features should be added to any planning consent.

It is very disappointing that the layout does not reflect the sites prominent and slightly elevated location on Norton Road and its relationship with the significant areas of footpath/verge that abut this site. This area being in both public and private ownership. The developer should be encouraged to explore ways to bring this frontage area into the design for the site to both improve the outlook for future residents and travellers along this important gateway route.

It is noted that the Council are exploring design concerts for the wider Queens Park North gateway. The use of I Pads in this location brings about the required scale and massing of development to reflect the councils aspirations for this area of the application site.

MfS recommends a collaborative approach to design solution and that all risks are fully explored and audited to ensure a balanced design for example between safety and environment. Unfortunately the Developers Risk assessment one remains outstanding for the Council to fully consider the impact of the development

31. Highways Agency

The trip rate used within the report is acceptable. The assignment of traffic within the report is broadly acceptable except for the assignment of traffic to the A19 at Norton Road and Portrack Interchange.

We recommend that the applicant should demonstrate the impact on the trunk road network. We do not agree with their route choice and traffic taking the most direct route leads to a large increase at Portrack Interchange. However we agree that the site is located in a sustainable location, near a residential neighbourhood.

We would therefore request that the applicant provides additional information regarding the potential impact upon the Portrack Interchange.

32. CE Electric UK

Standard mains record shown.

33. Northern Gas Networks

No objection and standard mains record shown.

34. Police Architectural Liaison Officer

Refers to guidance available on the secured by design initiative.

35. Spatial Planning

The proposed site is adjacent to a key "gateway" into Stockton town centre. I consider that this proposal, which would regenerate a "classic" brownfield site i.e. contaminated land etc located in a highly sustainable location within walking distance of Stockton town centre is supportive of the SMI and therefore fully consistent with the wider draft RSS context and with the RES.

I refer also to PPS3. PPS3 is still more recent than draft RSS. PPS3 clearly places an onus upon authorities to demonstrate a rolling 5-year supply and to plan ahead with 10 and 15-year timescales for housing delivery. There is clearly now a firm emphasis at the national guidance on housing delivery.

In the light of the above I do not consider that there is a viable strategic housing numbers case for refusing this planning application

36. Neighbours were notified and any comments received are below (if applicable): -

37. Mr Jamie Oakley, 43 Swinburn Road, Norton

Since the demolition of the old factory on the site the area has shaped itself into a small area of natural beauty becoming home to countless birds and animals which is a very pleasant and welcome sight in this over developed age where green belt appears to be a thing of the past only known to us as adults. Wildlife in this area is rich and diverse. Even from my rear garden, which overlooks the site, this is evident and consists of Herons and various Ducks attracted to the Lustrum Beck, which in itself has sprung back to life over recent years. Birds of prey also can be regularly spotted suggesting small rodents of rabbits are present. Pheasants, foxes and even grey squirrels are common there. Owls and Bats are present by night. So as you can see there is potential for this site other than housing considering the closest recreational ground/ play park to the estate is a car journey across the other side of Stockton having lost a play park a number of years ago from the estate. I as a taxpayer and member of the affected community implore you to reconsider the submitted plans or at least request an environmental impact assessment.

38. Mr Ian Oakley, 25 Brentford Road, Norton

From where I live, I will have a view of some 500 plus houses some of which are to be 3 storeys high. If this derelict land is to be put to a good purpose why not enhance the area by making it a wildlife park as it has now naturally become. We now see a lot more wildlife in this area such as otters, bats, foxes, herons, squirrels, small rodents etc. It would also be worth bearing in mind there is not a play park for children in Norton within walking distance this could also encompass a small eco friendly area. Norton Road is busy enough as it is now without the added increase in more vehicles. How would this impact on Norton Hill Estate regarding this infrastructure?

39. Occupier, Swinburn Road

Good at last brownfield sites are being filled with homes and other useful buildings before we use up more Green sites. On-site security will be important and it is vital that the waterways remain clear and open. Has any thought been given to providing a community centre/youth club? Nature has been left to take over and there are at least two foxes on site, also pheasants and waterfowl of several varieties. Are the trees and hedges on the edge of the site going to be left as a refuge for birds and bugs that have settled in the area? Where are the roads in/out of the site to be placed, as the danger of creating rat runs is something to be avoided.

40. Mr Richard Walker, 12 Hillside Road, Norton

I am delighted to hear that the wasteland is being considered for development. I would like to request that, as part of the condition for development, the entire area is tidied up. Currently, most of the area between the roundabout and the care home consists largely of waste rubble. I believe that tidying up the site will kick-start the regeneration of the Norton Road area. I was hoping that the recent construction of two blocks of social flats would have been the start of regeneration. However they were just built next to the wasteland and the area was not tidied up.

PLANNING POLICY CONSIDERATION

41. 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).

42. 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.

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 EN 16

Land to the west of Norton Road and north of the Durham Road bypass is allocated for a range of uses including industry, commerce, housing, sport and recreation, but excluding retail.

Policy EN34

The development of sites which are contaminated may be permitted provided that:

- (i) The nature and extent of contamination has been established; and
- (ii) The proposal will not add to the site's contamination; and
- (iii) Measures are included to reduce the hazard posed by contaminants to an acceptable level at which it can be maintained; and
- (iv) No significant adverse effect on the environment results from any disturbance of contaminants or their movement into surrounding ground during and after development.

43. **Supplementary Planning Guidance 4 (SPG 4)** is concerned with high-density development. The SPG develops the themes set out in it to ensure that flats are built in appropriate locations, are well designed, and add value to the housing stock of the Borough. The guide does not seek to put a blanket ban on flats being built, nor encourage an 'anything goes' policy, but gives guidance to developers about what the Council expects them to produce, as well as to inform the public how and why decisions are made.

44. **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.

45. **Planning Policy Statement 3:** Housing seeks to secure mixed communities with developments incorporating both affordable housing and appropriate levels of housing. Requires housing to be responsive to local need, and designed to a constantly high standard responding to local distinctiveness and reflect wider environmental and sustainability considerations.

46. **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.

47. **Planning Policy Statement 23:** Planning and Pollution Control advises on the role of the Local Planning Authority in terms of development and the quality of land, air and water.

48. **Planning Policy Statement 25:** Development and Flood Risk seeks to avoid inappropriate development in areas at risk of flooding, and to direct development away from areas at highest risk. Where new development is, exceptionally, necessary in such areas, policy aims to make it safe without increasing flood risk elsewhere and where possible, reducing flood risk overall.

MATERIAL PLANNING CONSIDERATIONS

49. 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, flood risk and ecology and whether it satisfies the requirements of the Local Plan Policies and Government Guidance.

Site Characteristics, Detailed Design and Residential Amenity

50. The site is allocated in the local plan for mix uses, including; industry; commerce; housing; sport and recreation and 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.

51. The site is approximately 14 hectares and with the proposed 552 dwellings equates to a density of approximately 39 dwelling per hectare within the guidelines advocated by Planning Policy Statement 3: Housing (PPS3), which suggests that development should be at a density of at least 30 dwelling per hectare net in order to make the most efficient use of the available land. The proposal involves the re-use of existing brownfield land for housing to provide a mix of dwellings including affordable housing and fully accords with national policy which encourages the reuse of previously developed land.

52. 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.

53. In terms of the provision of apartments SPG 4 sets out the Council's sequential criteria based approach to assessing an appropriate location for apartments. In terms of location the proposed development is within the limits to development, on previously developed land and within close proximity to five schools, a health centre, local shops and nearby leisure facilities and thus accords with the guidance and the general principles set out in the guidance.

54. The site is considered to be a highly sustainable brownfield site giving ease of access to the Town Centre facilities and the selection of a variety of house types and sizes and tenure should ensure a sustainable community is developed. The proposed scheme incorporates a number of sustainable features including a Sustainable Urban Drainage Scheme designed to control the amount of rainwater held by the site, which reduces the sites risk of flooding to levels agreed by the Environment Agency. The balancing pond and open watercourses have been designed to maximise their biodiversity value. In the long term, the heavily contaminated site lies over the Tees Aquifer and the site remediation will avert the potential for the aquifer to become contaminated.

55. The applicant has stated that the existing structures and building material on site can be recycled and re-used for the road surfaces during construction and are actively pursuing the Code for Sustainable Homes, which is currently voluntary for developers, with a view to reduce the carbon emissions of new housing developments to zero.

56. The footpath/cycleway link to the north will be connected through the site to offer the properties both within the site, and those that already exist in the area, an attractive and safe route to the Town Centre either by foot or bicycle.

57. In terms of site contamination, the site has remained derelict and contaminated for a number of years, and the proposed scheme offers the opportunity to bring into beneficial use a key gateway site. The Environment Agency and the Environmental Health Unit have raised the issue of contamination given the past uses of the site. These matters are addressed in the Site Investigation and Remediation Reports. Planning conditions can be attached to any permission granted requiring remediation works and to implement any engineering measures to facilitate development of the site based upon those findings. The Environment Agency has no objection to the proposal subject to appropriate controlling conditions. Accordingly the proposal does not conflict with Local Plan Policy EN34 in respect of contaminated land.

58. A Flood Risk Assessment accompanies the application. The development proposal includes extending the culvert of Lustrum Beck, remodelling of the channel of Lustrum Beck and a balancing pond will be required to attenuate surface water run-off from the site and provide increased flood storage capacity. The balancing pond will provide a water feature at the northern entrance to the site creating a common link between the pond, Lustrum Beck and the new open watercourse all sharing the public open space. The Environment Agency has no objection to the proposal subject to appropriate controlling conditions.

59. An Ecological Review of the site has been carried out including surveys for invertebrates, breeding birds, bats and riparian mammals. The site surveys did not reveal evidence of protected species roosting or breeding on site, however to minimise the habitat loss for the diversity of non protected species, it is intended that a range of mitigation measures including landscape planting and the remodelling of Lustrum Beck watercourse should be put in place as a priority following site clearance for land remediation work and prior to the commencement of built development. Natural England has no objection to the proposal subject to appropriate controlling conditions.

60. To the north of the site and along a large section of Norton Road frontage is located the Public Open Space (POS). This area feeds into the large area of open space on the opposite side of Norton Road and also provides a landscaped buffer between the proposed development and existing properties along Brentford Road and Swinburn Road to the north.

61. Network Rail has raised an issue regarding HGV access to the remaining Network Rail land. The scheme has been modified to enable access along the western boundary.

62. Councillor Nelson has raised an issue of old ballast at the back of Milburn Crescent which may be used as missiles and should be cleared. Any such material on the applicants land will be cleared as part of remediation. Material outside the application site would not be in the applicants control but this issue has been raised with relevant parties to follow up.

63. It is noted that a significant strip of land fronting the eastern boundary onto Norton Road is largely in Council ownership alongside other property owners but falls outside the application site. The site owners intend to enter into negotiations with property owners to consider future treatment of the Norton Road frontage. In the longer term it is considered that this stretch of Norton road would benefit from environmental improvements as it compromises to some degree the elevational treatment of the proposed development fronting this section of Norton Road.

64. The applicant has agreed to provide a financial contribution of £250,000 towards educational facilities, which is acceptable to the Planning and Policy Officer in Education.

Means of Access, Parking and Traffic Issues

65. The redevelopment has been designed with traffic-calmed routes through the area and an overall environment where other modes of transport are encouraged. The 'Shared Surface' concept promoted throughout the layout provides speed controls through design and aims to make all surfaces within the development safe for pedestrians and vehicles, securing low maximum speeds (dependent on the road category) throughout the development.

66. The site is accessed via two main access roads from Norton Road. These roads will serve the majority of the site and take the form of a 6.75 m highway. Within the body of the site a road hierarchy is established between the main access road and less formal streets. These have been identified as Roads, Streets, Lanes and Mews. The geometry of the differing types of roads are designed to actively reduce vehicle speeds. The inter-connected routes define the housing blocks within the development, for example large neighbourhood blocks are defined by the main movement routes and are reduced in scale along shared access routes and Mews. The housing blocks reinforce the permeability and clearly identify the ease of movement through the proposed scheme.

67. 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, and other leisure facilities).

68. The site lies in close proximity to public transport modes, the majority of the site is within a 300 metres walk distance of 4 bus stops located on Norton Road served by frequent bus services. Footways and associated pedestrian facilities provide safe pedestrian access to the Town Centre and the railway station both of which are approximately 800 metres to the south of the site.

69. A number 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.

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

71. A Transport Assessment accompanies the application in order to satisfy the Council that the principle of the development and the subsequent movement of future traffic can be accommodated in and around the site on the surrounding road network. The Head of Technical Services has considered the proposal and concluded that there would be a material impact on the highway network. In assessing mitigation of this impact the Head of Technical Services has also had to consider the financial viability of redeveloping a heavily contaminated site and the broader regeneration benefits accrued of bringing into beneficial use a key gateway site which has been derelict for over a decade. A contribution has been sought to secure funds to develop and implement an improvement scheme on the Riverside Roundabout that mitigates this impact of the development. The applicant is to demonstrate mitigation of the other junctions through a residential Travel Plan.

72. Contributions have also been sought to fund off-site highway works and provide additional public transport infrastructure to support sustainable links from the development to local facilities. These comprise a relocated bus shelters, a pedestrian crossing on the A177 and a cycleway will also feature within the site and will be linked to the existing network.

73. 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

74. 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, ecological habitat and flooding and does not conflict with policies in the Development Plan.

75. The site is a key regeneration site and the proposed scheme offers the opportunity to bring into beneficial use a seriously degraded gateway site. 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 Policy Statement 3: Housing, Planning Policy Guidance Note 13: Transport, Planning Policy Statement 23: Planning and Pollution Control, Planning Policy Statement 25: Development and Flood Risk.

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 Stockton Town Centre
Ward Councillors Councillor D. W. Coleman, Councillor P. Kirton