

DELEGATED

**AGENDA NO
PLANNING COMMITTEE**

DATE 30th JANUARY 2008

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

07/3348/REV

**Westland Way, Preston Farm Industrial Estate, Stockton
Revised application for erection of 7 no. office blocks, access road, electrical substation
and associated car parking and landscaping.**

Expiry Date 3 March 2008

SUMMARY

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 The application was withdrawn due to concerns over the revised Traffic Assessment and the potential impacts on the Highway Network.

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

Planning consent is sought for the erection of 7no. Office blocks, access road, substation, car parking and landscaping. The office units are to be situated in the southern area of the site and will front onto the South Stockton Link. The proposed development is to include a mix of 3 and 4 storey offices and will provide a total of approximately 12,000m² of floor space.

The proposed development is considered not to result in an over supply of employment land, is visually acceptable and will improve the overall appearance of the former tip site. Previous concerns in relation to the impact of the development on the highway network have also now been addressed. On this basis the application is recommended for approval subject to conditions

RECOMMENDATION

Planning application 07/3348/REV to be approved subject to the following conditions as set out below;

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

<i>Plan Reference Number</i>	<i>Date on Plan</i>
<i>W991 32</i>	<i>30 November 2007</i>

SBC0001	30 November 2007
W991 31 Rev A	30 November 2007
W991 24 Rev C	30 November 2007
W991 25 Rev C	30 November 2007
W991 26 Rev C	30 November 2007
W991 28 Rev C	30 November 2007
W991 27 Rev C	30 November 2007
W99130 Rev C	30 November 2007
W99129 Rev C	30 November 2007

Reason: *To define the consent.*

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

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

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

Reason: *To ensure satisfactory means of sewage disposal.*

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

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

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

Reason: *In the interests of visual amenity.*

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

in the next planting season with others of a similar size and species unless the Local Planning Authority gives written consent to any variation.

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

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

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

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

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

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

Reason: To define the consent

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

Reason: To avoid light pollution in the interests of the visual amenities of the area.

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

Reason: To ensure a satisfactory form of development.

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

Reason: To ensure a satisfactory form of development.

- 13** ***No development shall take place until the Local Planning Authority has approved in writing a report provided by the applicant identifying how the predicted CO2 emissions of the development will be reduced by at least 10% through the use of on-site renewable energy equipment. The carbon savings which result from this will be above and beyond what is required to comply with Part L Building Regulations.***

Before the development is occupied the renewable energy equipment shall have been installed and the local planning authority shall be satisfied that their day-to-day operation will provide energy for the development for so long as the development remains in existence.

Reason: To limit the energy requirements of the development in accordance with the emerging Regional Spatial Strategy, PPS1 Delivering Sustainable Development, PPS22 Renewable Energy and emerging government guidance on climate change.

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

Reason; To ensure that the plant and machinery is adequately soundproofed in the interests of the amenities of the occupiers of nearby premises.

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

Reason; To reduce the dependence and reliance of the private motor car in the interests of the free flow of traffic and highway safety

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

Reason; To monitor traffic levels in order to reduce the dependence and reliance of the private motor car in the interests of the free flow of traffic and highway safety

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

Reason; To monitor traffic levels in order to reduce the dependence and reliance of the private motor car in the interests of the free flow of traffic and highway safety

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

Reason; To ensure that the Strategic Road Network can continue to fulfil its purpose as part of the national system of routes for through traffic, in accordance with Section 10 (2) of the Highways Act 1980, maintaining the safety of traffic on the road.

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

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

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

Reason: In the interests of Highway Safety.

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

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

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

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

and

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

Reason: In the interests of highway safety

PROPOSAL

Planning consent is again sought for the erection of 7no. Office blocks, access road, substation, car parking and landscaping. The office units are to be situated in the southern area of the site and will front onto the South Stockton Link.

The proposed development is to include a mix of 3 and 4 storey offices and will provide a total of approximately 12,000m² of floor space. This application differs only in the fact that the Transport Assessment has been revised to address the Highways Agency's concerns over the impact of the development on the highway network.

CONSULTATIONS

The following Consultees were notified and comments received are summarised below:-

North East Assembly

The North East Assembly (NEA) responded to a previous application for the development of office accommodation at this site in August 2007. It was considered that the proposal was in general conformity with regional planning policy, subject to improving the physical links between the site and the town centre, and addressing energy efficiency; renewable energy; and SUDS. The location and scale of the revised application (7 office blocks) remain largely unchanged, and therefore the NEA's comments regarding the principle of development remain. It is understood that the only significant changes in the planning application relate to further work completed on the transport assessment. Therefore, it is not considered necessary to provide further comments on the application and the local authority is requested to accept the comments made on the previous application 07/2223/FUL (sent 30 August 2007) as the NEA's conformity appraisal for the development of this site.

Previous comments;

The proposals for office development are considered appropriate in the context of the allocation of the site as employment land. This development would constitute redevelopment of previously developed land and contribute to the renewal and upgrading of an existing employment site, thus providing new jobs in an area that is relatively close to Stockton-on-Tees. The accessibility of the site by public transport and the linkages between this area and the town centre are not well developed and the local planning authority would need to be satisfied that adequate alternatives to the private car exist in terms of accessing the site, particularly from Stockton-on-Tees town centre.

There is some concern that the proposal does not include energy efficiency and embedded renewable energy measures. The inclusion of such measures in the design, construction and operation of the development would be supported. Such an approach would better reflect the objectives of regional planning policy.

One North East

Whilst, One NorthEast has no objections to the application, in assessing the proposal, the Agency would urge the Local Planning Authority to give consideration to the implications of the proposed development upon the North Shore, Stockton riverside development, the proposals for which include the provision of 650,000 sq ft of prime office space. If minded to approve, the Local Planning Authority must be satisfied that this application would not result in the saturation of the (B1) office market, which would be likely to have an adverse impact upon the established regeneration objectives at North Shore.

It is understood that the proposal meets the Highways Agency consultation criteria. I would ask that you keep One NorthEast informed on the progress of the application, including details of the Highways Agency's consultation response.

The Regional Economic Strategy promotes the need for quality of place within existing and proposed development. With this in mind, 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. BREEAM, Building for Life and Secured by Design.

In line with Government objectives¹ to generate 10% of electricity from renewable energy sources by 2010 the application should also provide details regarding the provision of renewable energy measures within the scheme

¹ As set out in PPS 22 (Aug. 2004) and its review published June 2006

Environmental Health Unit

Further to your memorandum regarding the above, I have no objection in principle to the development, however, I do have concerns regarding the following environmental issues and would recommend the following conditions imposed on the development should it be approved.

- Noise disturbance from plant

Highways Agency

As you will be aware we were initially consulted regarding a planning application on this site on the 30 July 2007 and following a period of negotiation between the applicant and ourselves we submitted a TR110 direction on 22 October 2007 as insufficient information had been submitted to allow us to fully assess the impact upon the Strategic Road Network (SRN), and subsequent to this the planning application was withdrawn on 24 October 2007.

Following the withdrawal of the planning application further information was provided and we responded on the 28 November 2007 stating that our concerns regarding the impact upon the SRN had no been resolved with regard to the level of floor space currently proposed. However, we would require some planning conditions relating to the Travel Plan at the site to be imposed and would also require a new Transport Assessment to be submitted in support of any further development on the site.

The development is still proposed to comprise 12,353 sq.m. Of B1 floor space and we would therefore not wish to offer any objection to this resubmitted planning application.

As mentioned above we would require some planning conditions relating to the Travel Plan to be imposed and these can be given as follows:

Condition 1

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

Condition 2

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

Condition 3

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

Condition 4

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

I trust that the above and attached is satisfactory and clarifies the position of the Highways Agency regarding this resubmitted planning application. However, if you require any further information then please do not hesitate to contact me.

CE Electric UK

No objections to the development but refer the developer to the Health and Safety Executives publications on working with and in and around electricity.

Northern Gas Networks

No objections

The Environment Agency

The information received in the e-mail regarding the surface water run off from the site, is satisfactory for us to **remove our initial objection** to the proposed development.

It is noted that 75% of the hard standing area will drain to the sewer, with the remaining 25% being stored on site. The drained water will discharge into the River Tees, which can cope with any additional discharge from the site.

We request that the following condition is included with any planning approval:

CONDITION: 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.

A copy of the subsequent decision notice would be appreciated

Urban Design

I refer to your memo dated: 7/12/07

Reference drawing no: W991 and W991 rev B

General Summary

Urban design has no objections to this development subject to the comments below.

Highways Comments

The TA is acceptable as the proposed person trips and modal splits are now acceptable and they have demonstrated that the existing X6 bus service can accommodate the proposed bus trips on weekdays. They are also proposing to enhance the cycle link between the SSLR and the development thereby enhancing cycle access. However, the Travel Plan as it stands is still lacking in a number of areas

It is suggested that the development be approved with the following conditions:

- (i) The Travel Plan is completed to the satisfaction of SBC within 6 months of occupation of the development. This is to take on board all the comments provided to the developer.
- (ii) The cycleway link to connect the SSLR to the development is required to be provided to the satisfaction of SBC. This to include a new Toucan crossing across the SSLR at the existing uncontrolled staggered facility just to the south of the SSLR / Westlands Way roundabout.
- (iii) Regarding public transport, existing bus stop facilities local to the development are good and the existing bus service can accommodate the proposed weekday bus trips. However, a hotel is part of phase 2 and there is currently no bus service operating on

evenings or on Sundays. It is suggested at that time that a contribution towards an evening bus service of £40 000 is required.

The internal layout is acceptable as it is unchanged from the previous application, ref: 07/2223/FUL. The general car parking layout is acceptable in terms of number of parking spaces, 354 are required, however 10% should be allocated for disabled parking.

There appears to be no allocation of cycle parking and the development should provide secure and covered parking for 124 bicycles within easy access to the offices. Sight lines should be 9 x 90 metres and all construction should be carried out in line with the Council's Design Guide and Specification to adoptable standard.

Details of how refuse collection from the development is to be carried out are also required.

Landscape & Visual Comments

The two plans mentioned above have been compared and the landscape does not appear to have been affected so our previous comments remain and need to be addressed as in our memo ref 07/2223/ful.

Built Environment Comments

No comments.

PUBLICITY

The application was advertised through a site notice and advert in a local paper, neighbours were notified and no objections to the proposal were received

PLANNING POLICY

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

Where an adopted or approved development plan contains relevant policies, Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that an application for planning permissions shall be determined in accordance with the Development Plan(s) for the area, 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).

The following planning policies are considered to be relevant to the consideration of this application:-

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 IN1

Land is allocated for business and general industrial uses (classes b i and b2) at the following locations:

- (a.) Holme House Farm 41ha
- (b.) Teesside industrial Estate, Thornaby 39ha
- (c.) Preston Farm Industrial estate, Stockton 49ha

Policy EN32a

Proposals for new development will not be permitted within Flood Zones 2 or 3 as shown on the Proposals Map, or other areas identified as at risk of flooding, unless the applicant can demonstrate by means of a Flood Risk Assessment and sequential tests that:-

- i) there is no alternative site at no risk or at lower risk of flooding; and
- ii) there will be no increased risk of flooding to the development; and
- iii) there will be no increase in risk of flooding elsewhere as a result of the development.

Where permission is granted for development in flood risk areas, or for development that would increase the risk of flooding, appropriate flood alleviation or mitigation measures, to be funded by the developer, must be undertaken.

Planning Policy Guidance 4: Industrial, commercial development and small firms; Planning Policy Guidance No. 25: Development and Flood Risk; Planning policy Statement 1: Creating Sustainable Communities; and Planning Policy Statement No.6: Planning For Town Centres are considered to be relevant to this decision.

SITE AND SURROUNDINGS

The application site lies within the Bowesfield Area of Stockton. The newly constructed South Stockton link road lies to the south of the site, whilst the A66 lies to the north. The existing Gypsy site (Mount Pleasant Grange) lies to the east of the site whilst other offices/commercial developments and the soccer sensations site lie to the east.

The site was formerly used as a tipping site for the skip freight business and is now derelict in its nature and is unsightly on one of the main approaches into Stockton Town Centre from the south.

MATERIAL PLANNING CONSIDERATIONS

The main planning considerations of this application are the impacts on Planning policies, the character of the area, amenity of neighbouring residents, landscape features, flood risk and access and highway safety.

Principle of development;

The application site lies within the limits to development and can be classed as previously developed land. The site is currently unallocated under the adopted 1997 Local Plan. The site is specifically allocated for employment use within the adopted Local Plan under policy IN1 (C) Preston Farm Industrial Estate, and is allocated for Business (B1) and General Industrial (B2) uses. Redevelopment of the site for Office use is therefore in accordance with the Stockton on Tees Local Plan.

The North East Assembly and Government Office North East have stated that they are no objections in principle to the proposed development in light of the site being allocated and previously developed land and that generally the development accords with RPG1 and RSS policies.

A development brief for the wider Bowesfield Area, and including the application site (although not yet adopted) has also been compiled by the Council's Regeneration department for B1 (Business) and C3 (Non-residential Institutions) uses. It is therefore considered that redevelopment of the site will not result in an over supply of Office space in the Stockton Area.

Character of the area;

The proposed design of the office units are of a modern, contemporary design and given the existing and derelict nature of the site from its previous uses it is considered that the proposed development would enhance and improve not only the application site but the surrounding area as a whole.

The site also occupies a prominent position adjacent to the South Stockton Link Road and the A66 and would play an important role in the regeneration of this currently vacant brownfield site. The need for use of high quality materials and landscaping to ensure that the scheme and design is successful cannot be ignored although can be addressed via a planning condition.

Given the above the proposed development is considered to be visually acceptable and is in accordance with policy GP1 of the adopted Stockton on Tees Local Plan.

Amenity;

Given the commercial nature of the proposed development, the site and the surrounding premises it is considered that the surroundings will not have a detrimental impact on the future workers of the proposed building, nor will the headquarters office have such an impact on the surrounding sites and users that the proposed development would justify a refusal under the criteria laid out in policy GP1.

Flood Risk;

The Environment Agency have provided comments in relation to the application they have removed their initial objection to the application following the receipt of further information although have suggested that a planning condition be imposed on the development in relation to surface water drainage.

The proposal is therefore considered to be in accordance with policy EN32a of the Local Plan Alteration and does not pose any significant flood risk issues.

Access and highway safety;

Discussions have taken place between the applicant's highways consultant, the Council's highways officers, the Highways Agency and the case officer regarding the revision of the Transport Assessment since the original submission.

The Highways Agency are now satisfied that the development of 7no. offices does not pose any significant impacts on the Strategic Road Network (A66) and consequently have no objections, subject to planning conditions being imposed on the development in relation to Green Travel Plans.

The Local Authorities highway officers have also considered the proposal and the submitted Transport Assessment. It is considered that information is acceptable although planning conditions should be imposed to secure a travel plan, cycleway link from the South Stockton Link Road and the site, cycle parking provision and details of refuse collection.

Comments have been made that as and when an application for phase 2 (which is proposed to include a hotel) is submitted that a contribution towards an evening bus service of £40 000 will be required. As a hotel does not form part of this current planning application a contribution at this stage is not required.

On this basis all previous outstanding highways matters have been addressed and there are no significant concerns about potential impacts on the local or Strategic Road Network. The development therefore does not pose any significant threat to the free flow of traffic or highway safety and accords with policy GP1 in this respect.

CONCLUSION

In conclusion the proposed development is considered not to result in an over supply of employment land, is visually acceptable and will improve the overall appearance of the former tip site. The revised Transport Assessment has addressed all outstanding issues in relation to the Strategic Road Network and the local highway network and no significant impacts on either of these networks are considered likely.

On this basis the application is recommended for approval subject to the conditions set out earlier in this report.

Corporate Director of Development and Neighbourhood Services
Contact Officer Mr Simon Grundy Telephone No 01642 528550

WARD AND WARD COUNCILLORS

Ward Parkfield and Oxbridge
Ward Councillors Councillor M Javed and R Rix

Background Papers

Stockton-on-Tees Local Plan
Regional Spatial Strategy
Tees Valley Structure Plan
Planning Policy Guidance 4: Industrial, commercial development and small firms
Planning Policy Guidance No. 25: Development and Flood Risk
Planning policy Statement 1: Creating Sustainable Communities
Planning Policy Statement No.6: Planning For Town Centres
Planning Application 07/2223/FUL