

DELEGATED

AGENDA NO

PLANNING COMMITTEE

17 MARCH 2010

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

09/3072/REM

Land To The North Of The River Tees, To The South Of A1046 And Church Road, And East Of The Square

Reserved matters application for the access, appearance, landscaping, layout and scale of the first development of 50 dwelling units within the home zone area with associated car parking, landscaping and infrastructure.

Expiry Date: 22 March 2010

SUMMARY

Outline planning consent was granted in 2009 for residential (Class C3), employment (Class B1), health care facility (Class D1), leisure (Class A3, A4, A5, C1 and D2), ancillary retail and services (Class A1 and A2) and car dealership (sui generis) with car parking and associated landscaping and infrastructure improvements (08/3644/EIS) on land to the north of the River Tees, to the south of A1046 and Church Road, and east of the Square. The principle of the development has therefore been established; all matters were reserved as part of the original approval.

This application is a reserved matters application for the access, appearance, landscaping, layout and scale of the first phase of development of 50 dwelling units within an area known as the Home Zone at the eastern end of the Northshore site.

The proposal is considered to be in line with general planning policies as set out in the Development Plan and is recommended for approval with conditions.

RECOMMENDATION

Planning application 09/3072/REM be Approved subject to Conditions:

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.*

Plan Reference Number	Date on Plan
4001A	5th March 2010
4202E	5th March 2010
4203	5th March 2010
4204	5th March 2010
4210A	5th March 2010
4211A	5th March 2010
4212A	5th March 2010
4213A	5th March 2010

Reason: To define the consent.

02. Notwithstanding the plans submitted prior to the commencement of development, details of the proposed foundations to be undertaken shall be submitted to and agreed in writing by the Local Planning Authority and thereafter implemented in accordance with the agreed details unless otherwise agreed in writing.

Reason: Construction of foundations have the potential to adversely impact on the integrity of the waterway infrastructure.

03. Notwithstanding the proposals detailed in the submitted plans, no development shall commence until precise details of proposed hard landscaping has been submitted to and approved in writing by the Local Planning Authority. This will include all external finishing materials, finished levels, and all construction details confirming materials, colours, finishes and fixings. The scheme shall be completed to the satisfaction of the Local Planning Authority according to the approved details within a period of 12 months from the date on which the development commenced or prior to the occupation of any part of the development. Any defects in materials or workmanship appearing within a period of 12 months from completion of the total development shall be made-good by the owner as soon as practicably possible.

Reason: To enable the LPA to control details of the proposed development, to ensure a high quality hard landscaping scheme is provided in the interests of visual amenity which contributes positively to local character of the area.

04. Notwithstanding the proposals detailed in the submitted plans, Prior to the commencement of development, precise details of the existing and proposed levels of the site including the finished floor levels of the buildings to be erected and any proposed mounding and or earth retention measures (including calculations where such features support the adopted highway) shall be submitted to and approved in writing by the LPA. Development shall be carried out in accordance with the approved details. Attention should be given to existing vegetation and surrounding landform.

Reason: To ensure that earth-moving operations, retention features and the final landforms resulting are structurally sound, compliment and not detract from the visual amenity of the area, the living conditions of nearby residents or integrity of existing natural features and habitats.

05. Notwithstanding the proposals detailed in the submitted plans, prior to the commencement of development, precise details of the enclosure shall be submitted to and approved in writing by the Local Planning Authority. Such means of enclosure shall be erected before the development hereby approved is occupied.

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

06. Notwithstanding the proposals detailed in the submitted plans, prior to the commencement of development, precise details of any street furniture associated with the development shall be submitted to and approved in writing by the Local Planning Authority Such 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.

07. Notwithstanding the proposals detailed in the submitted plans, precise details of the method of external illumination, siting, angle of alignment; light colour, illuminance of buildings facades and external areas of the site, including parking courts, shall be submitted to and agreed in writing by the Local Planning Authority before development is commenced and the lighting shall be implemented wholly in accordance with the agreed scheme prior to occupation.

Reason: To enable the Local Planning Authority to control details and in the interests of the amenities of neighbouring uses, highway safety and protection of sensitive wildlife habitats.

08. Notwithstanding the proposals detailed in the submitted plans, no development shall commence until precise details of Soft Landscaping has been submitted to and approved in writing by the Local Planning Authority. This will be a detailed planting plan and specification of works indicating soil depths, plant species, numbers, densities, locations inter relationship of plants, stock size and type, grass, and planting methods including construction techniques for pits in hard surfacing and root barriers. All works shall be in accordance with the approved plans. All existing or proposed utility services that may influence proposed tree planting shall be indicated on the planting plan. The scheme shall be completed unless otherwise agreed with the LPA in writing in the first planting season following:

Commencement of the development or agreed phases or prior to the occupation of any part of the development and the development shall not be brought into use until the scheme has been completed to the satisfaction of the Local Planning Authority.

Reason: To ensure a high quality planting scheme is provided in the interests of visual amenity which contributes positively to local character and enhances bio diversity.

09. Notwithstanding the proposals detailed in the submitted plans, a soft landscape management plan including long term design objectives, management responsibilities and maintenance schedules for all landscape areas/retained vegetation, other than privately owned domestic gardens shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the development or approved phases.

Any vegetation within a period of 5 years from the date of from the date of completion of the total works that is dying, damaged, diseased or in the opinion of the LPA is failing to thrive shall be replaced by the same species of a size at least equal to that of the adjacent successful planting in the next planting season unless the Local Planning Authority gives written consent to any variation.

Landscape maintenance shall be detailed for the initial 5 year establishment from date of completion of the total scheme regardless of any phased development 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.

INFORMATIVES

The applicant/developer is advised to contact works engineer, Alan Daines (0113 200 5713) in order to ensure that any necessary consents are obtained and the works are compliant with the current British Waterways' "Code of Practice for Works affecting British Waterways".

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 proposal without any undue impact on the amenity of any adjacent neighbours and is acceptable in terms of highway safety and there are no material considerations that indicate a decision should be otherwise.

Saved policies GP1 and HO11 of the adopted Stockton on Tees Local Plan.

This consent relates solely to the approval of the submission of Reserved Matters and does not in any way discharge details of planning conditions imposed on the Outline Planning Consent.

BACKGROUND

1. The outline application was accompanied by a Design and Access Statement and Illustrative Masterplan which set out the concepts and proposals for the development of the Northshore site and provides a basis for the determination of future reserved matters applications. A condition attached to the planning permission requires these details to be broadly in accordance with the Design and Access Statement. The development of the design of the Home Zone has taken place against the backdrop of the overall masterplan for Northshore site.
2. The site itself occupies an area of approximately 3.4 hectares and currently comprises a cleared site following demolition of the former industrial buildings (a site location plan is attached as Appendix 1).
3. This is a reserved matters application for residential development comprising 50 no. dwellings. The principle of the development has been established.
4. The design of the Home Zone was the subject of an International Architectural Competition and the winning design philosophy has been applied to this proposal

PROPOSAL

5. The design comprises a mix of units, providing a range of accommodation from 2,3 and 4 bedroom homes including a mix of tenure - private sale, social rented and intermediate housing.
6. The housing is predominantly 2 storeys with some three-storey elements in key locations to add visual interest and takes the form of terraces, which are staggered to vary the street scene. Natural materials are used comprising brick with clay roof tiles, timber windows and doors together with associated areas of timber cladding. The detailing is designed to be contemporary and externally the units (rental, intermediate and sale units) will have no material difference.
7. The Home Zone has been designed to establish a clear hierarchy of public, communal and private spaces including an 'Urban Slipway' to provide opportunities for outdoor play and recreation for a range of age groups. The slipway will provide access to and from the river for residents and visitors and from a design point is intended to pull the river into the Home Zone.
8. The residential streets form shared spaces for cars, pedestrians and cyclists, providing access to the residences. The character of these spaces is defined by a series of planting zones and quality surface treatment. Street lighting is provided to all the shared streets through a combination of post-mounted and building-mounted lanterns.
9. The scheme also provides for a range of private outdoor spaces, traditional gardens to the rear along with internal courtyards and roof gardens incorporated into the built form. The eastern

boundary is defined by an Urban Woodland Strip, which acts as a buffer to give residents privacy and forms a future green interface with adjacent sites. Street furniture is also incorporated into the open spaces.

10. The site is accessed from the main 'Boulevard' road (Northshore Road), which will provide access for vehicles together with pedestrians and cyclists. Access to individual dwellings and parking spaces within the site would be provided by shared streets with additional access for pedestrians and cyclists to the site via the existing path running along the north side of the River Tees and linking to the recently completed "Infinity Bridge".

11. 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 use of shared surfaces and the removal of steps and kerbs prioritises non-vehicular movement over cars and Lorries. All public areas including the Urban Slipway and connection to the river path has been designed to ensure it is accessible to all including those with limited mobility.

12. A variety of parking solutions are proposed including on-plot provision in the form of either a garage space or an on-plot space. In addition visitor spaces are provided in grouped street locations distributed around the site.

13. A number of sustainable building measures are incorporated into the design of the houses, including the use of solar photovoltaics on each dwelling and in terms of an environmental assessment covering CO2 emissions, indoor water use, materials, waste and surface water runoff, the homes will achieve Code Level 4 which is considered to be the current exemplary performance standards for dwellings.

14. A site layout plan is attached at Appendix 2 and a sample of the elevational treatment is shown in Appendix 3.

CONSULTATIONS

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

15. British Waterways

British Waterways have been actively involved and fully support the master planning of the North Shore, which will regenerate the River Tees corridor. Therefore, after due consideration of the application details, British Waterways has no objections to the proposed development which forms part of the initial stage of the redevelopment of the North Shore, subject to the imposition of the following suitably worded conditions:

Notwithstanding the plans submitted prior to the commencement of development, details of the proposed foundations to be undertaken shall be submitted to and agreed in writing by the Local Planning Authority and thereafter implemented in accordance with the agreed details unless otherwise agreed in writing.

Reason: Construction of foundations have the potential to adversely impact on the integrity of the waterway infrastructure.

No development shall take place until a landscaping and boundary treatments scheme has been submitted to and agreed in writing by the Local Planning Authority. The scheme shall indicate the size, species and spacing of planting, the areas to be grassed, and the treatment of hard surfaced areas. Any such planting which within a period of 5 years of implementation of the landscaping die, removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size or species, unless the Local Planning Authority gives written consent to the variation. The approved scheme shall be fully implemented prior to the first occupation of any building(s).

Reason: To improve the appearance of the site when viewed from the waterside and to enhance the biodiversity of an area. Landscaping also has the potential to impact on the integrity of the waterway and it is necessary to assess this and determine future maintenance responsibilities for the planting. Landscaping affects how the waterway is perceived.

If the Council is minded to grant planning permission, it is requested that the following informative is attached to the decision notice:

“The applicant/developer is advised to contact works engineer, Alan Daines (0113 200 5713) in order to ensure that any necessary consents are obtained and the works are compliant with the current British Waterways’ “Code of Practice for Works affecting British Waterways”.

In addition, in order for British Waterways to effectively monitor our role as a statutory consultee, please send me a copy of the decision notice and the requirements of any planning obligation.

16. Acting Head of Technical Services

General Summary

Urban Design supports the principle of the development and consider the Highway proposals acceptable subject to further Road Safety Audits being undertaken at the appropriate time. The proposal is also supported in Urban Design and Landscape and Visual terms subject to the imposition of further conditions on hard and soft landscaping, street furniture, enclosure and maintenance. These will be required to be approved in writing prior to commencement of work on site.

Highways Comments

The development is acceptable in highway terms subject to Stage 2 and Stage 3 Road Safety Audits being undertaken at the appropriate time

The proposed development is for the first phase of 50 dwellings and has been designed in accordance with “Home Zone” principles, which encourages people to consider the street environment as a pedestrian area and motorists should feel that they have left traditional highway, and should be cautious. This has been developed by a shared surface approach as well as introducing planting areas within highway. The aim is to improve the quality of life in residential streets by making them places for people, not just traffic. The concept design of this home zone will reduce traffic speeds, increase natural surveillance and should not have more than 100 vehicle traffic movements in the afternoon peak traffic period. Vehicles are not expected to be able to travel at excessive speeds as dwellings have direct frontages and the maximum distance between junctions is 50 metres.

An acceptable level of Car parking has been provided throughout the site in accordance with the outline permission, that is both dedicated off street car parking as well as areas dedicated to on street car parking.

It has been clearly demonstrated through autotracking that refuse collection can be accommodated by appropriate vehicles as well as manoeuvrability within the site for pantechnicons. A refuse strategy has been submitted that indicates collection day storage areas within the current maximum carry distance of 25 metres to the refuge vehicle. All properties have rear access for general wheelie bin storage.

It has also been demonstrated that appropriate vehicles can turn in turning areas adjacent to the river frontage that is acceptable for this development. A Stage 1 Road Safety Audit has been undertaken that is acceptable however it is recommended that a stage 2 Road safety Audit

(Detailed Design) should also be carried out to ensure appropriate materials, signing and lighting are recommended. A Stage 3 Road Safety Audit (Post Construction) should also be undertaken in accordance with the Road Safety Audit procedure. Appropriate conditions should therefore be included should the development be approved.

It is recommended that the Permitted Development Rights regarding the conversion of the garage space into habitable rooms is removed from any planning approval. This is recommended as only limited on street car parking provision can be accommodated in this 'Home Zone layout.

Whilst the principle of a Design Code for Extensions is welcomed, any planning application for an additional bedroom shall set out how an additional car parking space per bedroom could be provided. As Urban Design have accepted a departure from the policy guidelines for car parking standards (SPD 3) as only limited on street car parking provision can be accommodated in this 'Home Zone layout and no further car parking reduction should be considered.

Landscape & Visual Comments

The landscape strategy sets out proposals for the site in line with the principles of the masterplan. The proposal successfully introduces the green link to and from the river identified, helping the development to knit both visually and physically with the riverside.

The palette of materials demonstrates a high quality approach to the public realm which supports the principles of a pedestrian friendly environment, whilst maintaining an appropriate streetscape treatment for vehicular usage.

Lighting both aesthetical and functional will play a pivotal role in the success of the public realm at night. The lighting should seek reflect semi-natural nature of the sites context and location adjacent to the river whilst providing appropriate levels of lighting for car usage as highlighted within the Stage 1 Road Safety Audit.

Whilst Urban Design supports the principle of the Landscape Strategy further details will be required to be submitted to enable various conditions to be discharged. Therefore, notwithstanding the information submitted and comments made above, exact details of hard and soft landscaping, street furniture, enclosure and maintenance will be required to be approved in writing in accordance with the informative at the end of this memo.

Built Environment Comments

Urban Design supports this application in relation to scale and massing.

17. Development and Regeneration

The First Phase Home zone proposals will see a welcome start to the implementation of the master plan on Northshore and should kick-start other developments in the near future on this flagship site.

The scheme will contribute to the Council's Regeneration agenda by providing sustainable and affordable living along the riverside in Stockton's core inner area.

Although only the start of greater development to come this new development will help to economically underpin other new development proposals planned for Stockton's Town Centre and Central Area.

There is a need to ensure that the use of local labour and supply businesses is maximised through the appropriate Section 106 measures.

18. Environmental Health Unit

No comment

19. Highways Agency

The Highways Agency has no objections in principal to the development proposals.

20. The Ramblers Association

No comments.

21. Tees Archaeology

A condition (No. 42) for archaeological work was attached to the outline application consent (08/3644/EIS). The current application does not fall within either of the sites requiring further archaeological work covered by the condition. I therefore have no objection to the application and no further comments to make.

22. Northern Gas Networks

No objection and standards mains record shown.

23. Head of Housing

Support the number of affordable units being proposed for this phase and the split of tenure, equating to an 80/20 split of social rent / intermediate housing. This mix of tenure meets the requirements of planning policy and is supported by the findings of the SHMA. The SHMA also highlights the need for affordable family accommodation and support the number and mix of 2 and 3 bedroom units being proposed for this phase. It is also pleasing to see that externally the units will have no material difference from the units to be offered for private sale.

PUBLICITY

24. The application has been advertised on site and in the local press and neighbours were notified and comments received are below: -

25. Calum Corner

As mentioned in a previous comment I would also like to see that any future residential builds will have soundproofing. Although I do not live in the area I along with many others use the river for Jet skiing on the Barrage Straight and our club has been based there for 15 years. Also I would like people to be made aware of this prior to purchasing any homes.

PLANNING POLICY

26. 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 is the Stockton on Tees Local Plan (STLP) and the Regional Spatial Strategy (RRS).

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

Saved 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.

Saved 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.

SITE AND SURROUNDINGS

28. The Home Zone occupies an area of 3.4 hectares and sits at the far eastern end of the Northshore Site. The site shares its eastern boundary with the David Lloyd tennis and sports centre whilst further beyond lies the Tees Barrage White Water course. To the west sits the vacant land awaiting future phases of the Northshore Development.

MATERIAL PLANNING CONSIDERATIONS

29. The main considerations of this application relate to the impact of the proposed development on the locality in terms of the relationship and impact on future development, vehicular access and highway safety and whether it satisfies the requirements of the Local Plan Policies.

Site characteristics, detailed design and relationship and impact on future development

30. The application site already has outline consent and therefore the principle of the development has been established, all matters were reserved as part of the original approval. This application is concerned with these matters and relates to the form and design of the development as a whole including parking and landscape provision.

31. The overall objective of the Masterplan that accompanied the Outline Planning Application is to make Northshore a unique and distinctive place within Stockton while at the same time ensuring that the development becomes an integrated new quarter that strengthens and enriches the existing town centre. The masterplan sets out a number of design principles and it is considered that the proposed scheme has satisfactorily incorporated these requirements into the design and overall layout.

32. The proposed housing layout incorporates a mix of house types, which are contemporary in design using a range of natural materials. The primary material is brick, reflecting the residential nature of the scheme with clay roof tiles, timber windows and doors together with associated areas of timber cladding to provide contrast, variety and interest.

33. The dwellings themselves consist of a range of 2, 3, and 4 bedroom houses and the proposed layout has been designed to ensure that adequate distances are met. The mix gives a wide variety of accommodation and the internal arrangements together with the positioning of window openings have been designed to minimise any overlooking and it is considered that the proposal relates well to the future redevelopment of the wider site and adjacent uses. The elevational, boundary and

landscape treatment of the houses fronting the river has been developed during the course of the submission to ensure that this element of the proposal reflects the need for a strong relationship and quality frontage to the river corridor.

34. Fifteen units of affordable housing are incorporated into the scheme. The Head of Housing supports the number of affordable units being proposed for this phase and the split of tenure, equating to an 80/20 split of social rent / intermediate housing. This mix of tenure meets the requirements of planning policy and is supported by the findings of the Strategic Housing Market Assessment (SHMA). The SHMA also highlights the need for affordable family accommodation and the number and mix of 2 and 3 bedroom units being proposed for this phase is acceptable. It should be noted that that externally the units would have no material difference from the units to be offered for private sale.

35. The range of dwelling sizes and types, together with affordable units, will cater for a range of market requirements and will create a balanced, mixed and sustainable community at Northshore.

36. The scheme incorporates public open space including an 'Urban Slipway' which features play provision in the form of object based less prescribed play elements scattered down the play valley towards the river. Due to the location within the Slipway, all the play provision will be separated from vehicles and will be overlooked by the seating walls to the embankment tops as well as adjacent housing. This will promote a safe environment for play and its general community use.

37. To the top of the Slipway lies the Community core which forms a functional access hub for all phases and marks arrival within the homezone. The space looks out over the Slipway down to the river and will feature a raised planter with tree planting and seating walls. The scheme also provides traditional gardens to the rear along with internal courtyards and roof gardens incorporated into the built form. The eastern boundary is defined by an Urban Woodland Strip, which acts as a buffer to give residents privacy and forms a future green interface with adjacent sites. Street furniture is also incorporated into the open spaces.

38. The landscape strategy for the site includes the following elements; wildflower grassland to embankment, river edge planting enhancements, ornamental communal planting beds, specimen tree planting in hard surfaced areas strategically placed across the development and remodelling of the existing eastern boundary strip of vegetation. In terms of hard landscape the overall approach to the paving is intended to be a simple matrix of materials that reflects the colours and qualities of the building materials. Street furniture is incorporated into the structure of the spaces, using materials to match the building facades.

39. The design of the site drainage has been undertaken with a view to the incorporation of sustainable drainage techniques where possible. As part of the water collection a surface drainage channel runs down the centre of each street. This ensures all surfaced water is drawn away from buildings whilst giving the streets a distinct character. The drainage strategy also provides for a potential network of swales that will flow down the slipway to the river edge. Water would be contained within the substrate build-up of the swale, ensuring there will be no open water. However should this option not be progressed the area could be utilised as wildflower grassland.

40. In terms of sustainability it is considered that the site is a sustainable brownfield site close to Stockton Town Centre 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. A number of sustainable building measures are incorporated into the design of the houses, including the use of solar photovoltaics on each dwelling. This will provide in excess of 10% of the development's energy from renewable sources as required by a condition attached to the outline consent. Furthermore in terms of an environmental assessment covering CO2 emissions, indoor water use, materials, waste and surface water runoff, the homes will achieve Code Level 4 which is considered to be the current exemplary performance standards for dwellings.

Other Matters

41. As part of the outline consent, the applicant entered into a Section 106 Agreement to provide a financial contribution for the additional school places, local labour agreement, affordable housing and highway mitigation works. A number of conditions were also attached to the consent covering amongst others flooding, ecology, drainage and contaminated land.

42. A condition attached to the outline consent removed permitted development rights to extend or alter the dwelling houses including the erection of ancillary buildings unless the extensions or alterations accord with a Design Code to be agreed with the Local Planning Authority. This was to ensure that the design quality was not diminished by the design of extensions etc which could have been built without the need for planning permission. A Design Code document setting out how future extension of the homes can be undertaken accompanies the application and deals with materials and detailing alongside possible form and massing. The Design Code specifically discourages the conversion of units with an integral garage into habitable rooms to ensure parking levels are maintained and protect the street scene.

Means of Access, Parking and Traffic Issues

43. The site is accessed from the main 'Boulevard' road (Northshore Road), which will provide access for vehicles together with pedestrians and cyclists via a segregated footway/cycleway. Access to individual dwellings and parking spaces within the site would be provided by shared streets with additional access for pedestrians and cyclists to the site via the existing path running along the north side of the River Tees and linking to the recently completed "Infinity Bridge".

44. 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 use of shared surfaces and the removal of steps and kerbs prioritises non-vehicular movement over cars and Lorries. All public areas including the Urban Slipway and connection to the river path has been designed to ensure it is accessible to all including those with limited mobility.

45. A variety of parking solutions are proposed including on-plot provision in the form of either a garage space or an on-plot space. In addition visitor spaces are provided in grouped street locations distributed around the site.

46. It has been demonstrated through autotracking that refuse collection can be accommodated by appropriate vehicles as well as manoeuvrability within the site for pantechnicons. A refuse strategy has been submitted that indicates collection day storage areas within the current maximum carry distance of 25 metres to the refuse vehicle. All properties have rear access for general wheelie bin storage. The developer has also demonstrated that appropriate vehicles can turn in turning areas adjacent to the river frontage that is acceptable for this development

47. The Acting 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

48. It is considered that the development will offer high quality homes as a first phase of the redevelopment of the land at North Shore which is a regionally significant flagship regeneration scheme.

49. The 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 and is acceptable in terms of highway safety and does not conflict with policies in the Development Plan and therefore the recommendation is to approve the application subject to the conditions set out in the report.

Corporate Director of Development and Neighbourhood Services

Contact Officer Mr Gregory Archer

Telephone No 01642 526052

Email address gregory.archer@stockton.gov.uk

Financial Implications – As report

Environmental Implications – As report

Community Safety Implications – As report

Background Papers – Stockton on Tees Local Plan,

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 AND WARD COUNCILLORS

Ward

Stockton Town Centre

Ward Councillors

Councillor D. W. Coleman and Councillor P. Kirton