

DELEGATED

AGENDA NO

PLANNING COMMITTEE

DATE 12 SEPTEMBER 2012

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

12/1836/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 76.no two-three storey dwelling houses and associated boundary treatments, access, appearance, layout and scale.

Expiry Date: 26 October 2012

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 second phase of development of 76 dwelling units within an area known as the Home Zone at the eastern end of the Northshore site.

The first fifty homes of the Homezone are under construction with over half been sold.

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

That planning application 12/1836/REM be approved subject to the following conditions and informatives.

01 *The development hereby approved shall be in accordance with the following approved plan(s);*

<i>Plan Reference Number</i>	<i>Date on Plan</i>
<i>NOS-AL-040 B</i>	<i>20 August 2012</i>
<i>RF12-055L01 B</i>	<i>15 August 2012</i>
<i>RF12-055L03 A</i>	<i>15 August 2012</i>
<i>LPL-NOS-040</i>	<i>15 August 2012</i>
<i>NOS-AL-003 A</i>	<i>15 August 2012</i>
<i>RF12-055L02 B</i>	<i>15 August 2012</i>
<i>NOS AL (21) 061 A</i>	<i>16 August 2012</i>
<i>NOS AL (21) 076 A</i>	<i>16 August 2012</i>
<i>NOS AL (21) 066 A</i>	<i>16 August 2012</i>
<i>NOS AL (21) 071 A</i>	<i>16 August 2012</i>

NOS AL (21) 081 A	16 August 2012
NOS AL (21) 078 B	16 August 2012
NOS AL (21) 086 A	16 August 2012
NOS AL (21) 082 A	16 August 2012
NOS AL (21) 091 A	16 August 2012
NOS AL (21) 092 A	16 August 2012
NOS AL (21) 096 A	16 August 2012
NOS AL (21) 080 A	15 August 2012
11480-211	27 July 2012
11480-210	27 July 2012
NOS AL (21) 065	27 July 2012
NOS AL (21) 070	27 July 2012
NOS AL (21) 085	27 July 2012
NOS AL (21) 080	27 July 2012
NOS-AL-005	31 July 2012
11480-241	27 July 2012
NOS AL (21) 077	15 August 2012
NOS AL 001	27 July 2012
NOS AL (21) 075	31 July 2012
RF12-055L05	27 July 2012
RF12-055L04	27 July 2012
RF12-055L06	27 July 2012
RF12-055L07	27 July 2012
11480-240	27 July 2012
NOS-AL-002	27 July 2012
NOS-AL-004	27 July 2012
NOS AL (21) 095	27 July 2012
NOS AL (21) 060	27 July 2012

Reason: To define the consent.

- 02 Notwithstanding the provisions of the Town and Country Planning (General permitted development) Order 2008 (or any order revoking or re-enacting that Order), no integral garages shall be converted into part of the house without the prior written consent of the Local Planning Authority.**

Reason: In the interests of highway safety

- 03 Notwithstanding the proposals detailed in the Design and Access Statement/ submitted plans, a soft landscape management plan including long term design objectives, management responsibilities and maintenance schedules for all landscape areas/ retained vegetation, 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.

04 ***Development shall not begin until a surface water drainage scheme, based on sustainable drainage principles and assessment of the hydrological and hydrogeological context of the development, has been submitted to and approved by the Local Planning Authority. The scheme shall include a timetable for implementation and shall demonstrate that there will be no increase in surface water run off for the design life of the site. The scheme shall be implemented in accordance with the approved details and timetable unless otherwise agreed with the Local Planning Authority. The scheme shall include details of how the scheme shall be maintained and managed after completion.***

Reason: To prevent the increased risk of flooding, to improve and protect water quality, improve habitat and amenity, and ensure future maintenance of the surface water drainage system.

INFORMATIVES

The proposal has been considered against the policies below and it is considered that there are no material considerations that indicate a decision should be otherwise.

National Planning Policy Framework

Core Strategy Policies CS1, CS2, CS3, CS7, CS8, CS10 and CS11 and Saved Local Plan Policy HO3.

The applicant/developer is advised to contact Alan Daines (0113 200 5713) in order to ensure that any necessary consents are obtained and that the works comply with the Canal & River Trust "Code of Practice for Works affecting the Canal & River Trust".

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. This is a reserved matters application for residential development comprising 76 no. dwellings. The principle of the development has been established.

SITE AND SURROUNDINGS

3. The Homezone site itself occupies an area of approximately 3.4 hectares and 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 (a site location plan is attached as Appendix 1).

PROPOSAL

4. The design of Phase 2 seeks to retain the architectural character of Phase 1 and comprises a mix of units, providing a range of accommodation from 2,3 and 4 bedroom homes.

5. The housing ranges in height between 2 and 3 storeys with some single storey terraces and three-storey elements in key locations to add visual interest. Materials to be used comprise brick with concrete roof tiles to match Phase 1, timber windows with associated areas of timber cladding. The detailing is designed to be contemporary.

6. 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.

7. Access to the site will be from the Boulevard, which in turn connects to the wider highway network via Riverside, Maritime Road and Church Road. Additional access is provided 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".

8. 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 and which aims to reduce car dominance by giving equal priority to pedestrians and cyclists. 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.

9. A variety of parking solutions are proposed including on-plot provision in the form of either a garage space or an on-plot space or on street parking. In addition visitor spaces are provided in grouped street locations distributed around the site. All residents will be provided with a secure, covered cycle parking per dwelling.

10. The scheme also provides for a range of private outdoor spaces, in the form of private gardens to the rear or side with some dwellings featuring external terraces or balconies incorporated into the built form.

11. A number of sustainable building measures are incorporated into the design of the houses, including the use of high efficiency boilers, efficient mechanical extract ventilation and high performance building fabric, which will achieve a 10% reduction in carbon emissions. The proposed dwellings will comply with Sustainable Homes Code Level 3 in accordance with Core Strategy Policy CS 3.

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

CONSULTATIONS

13. The following Consultations were notified and any comments received are set out below: -

Northern Gas Networks

No objection and standard mains record shown.

Northumbrian Water Limited

In making our response Northumbrian Water assess the impact of the proposed development on our assets and assess the capacity within Northumbrian Water's network to accommodate and treat the anticipated flows arising from the development. We do not offer comment on aspects of planning applications that are outside of our area of control.

Having assessed the proposed development against the context outlined above I can confirm that at this stage we would have no comments to make.

Head of Technical Services

General Summary

Urban Design supports this application. This application which is for 76 dwelling houses is the second phase of the housing proposed on North Shore (described in the planning application as land to the north of the River Tees, to the south of A1046 and Church Road, and east of The Square). The proposal broadly follows the layout and palette of materials approved for Phase 1 of the residential development on North Shore and is deemed to be acceptable.

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 phases 2 and 3 of the home zone residential area 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 the traditional highway, and should be cautious. This has been developed by a shared surface approach as well as introducing planting areas within the 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, provide direct frontages and should not have more than 100 vehicle traffic movements in the afternoon peak traffic period.

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 identified as on street car parking that is unallocated. Where garages are being provided they are of 6m x 3m dimensions that is welcomed for car parking and storage. The approach to car parking is in line with the guidance document 'Parking: what works where' to avoid cars dominating the street scene.

It has been clearly demonstrated through autotracking that refuse collection can be accommodated by appropriate vehicles as well as manoeuvrability within the site for pantechicons. A refuse strategy has been submitted that indicates storage areas along with collection points that is acceptable.

It is proposed to distinguish adopted highway from private areas by a change in material in line with phase 1 of the Home Zone.

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 The 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 a departure from the policy guidelines for car parking standards (SPD 3) has been accepted, only limited on street car parking provision can be accommodated in this 'Home Zone layout and no further car parking reduction should therefore be considered.

Landscape & Visual Comments

The landscape proposals for the site are considered to be in line with the principles of the Masterplan and those agreed for Phase 1 of the wider development. The proposals utilise the inlet formed as part of the Phase 1 development to create a green link to and from the river, helping the development to knit both visually and physically with the riverside.

The palette of external surfaces, boundary treatment and street furniture materials follows that of Phase 1 and 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 is considerable acceptable.

The soft landscape treatment proposed including protection of existing trees also follows that of the Phase 1 development and is considered acceptable.

Lighting both aesthetical and functional will play a pivotal role in the success of the public realm at night. Appropriate levels of lighting for car usage will form part of the Stage 2 and 3 Road Safety Audits. Whilst the final positions of the columns will be agreed following the completion of the Stage 2 audit the type of column and luminaire will follow that agreed as part of the S38 Agreement (Adoption).

Urban Design supports this application in relation to Landscape and Visual, however notwithstanding the information submitted and comments made above, details of hard and soft landscaping maintenance will be required to be agreed. Appropriate conditions should therefore be included should the development be approved. The S38 Agreement will deal with maintenance associated with the highway, street trees and furniture that will be offered for adoption.

Built Environment Comments

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

Environmental Health Unit

Further to your memorandum regarding the above application I can confirm that I am satisfied with the information provided by the applicant on outdoor lighting, site waste management plans and with the dust management plan.

The Environment Agency

Letter dated 24th August 2012

Following your email I would like to retract our comments in relation to condition 35 as we previously recommended the discharge of this condition in our letter dated 5 March 2010. Please note that our comments in relation to condition 36 still apply.

Letter dated 21st August 2012

Although this application is for reserved matters, we wish to make comments in reference to conditions 35 and 36.

Condition 35 directs that a supplementary Flood Risk Appraisal (FRA) taking the proposed works into account, shall be submitted to, and approved in writing by the local planning authority prior to the submission of any reserved matters applications encompassing areas of the site within 50m of the River Tees.

The supplementary Flood Risk Assessment (FRA) submitted demonstrates that the residential development will be sited above our finished floor levels condition. Therefore the development will have safe and dry access routes and appropriate flood protection measures.

However, the areas of the site within 50 metres of the River Tees is not clear in the supporting documentation, therefore greater clarity is required on this matter. In addition, there is uncertainty in relation to whether the development will include the reprofiling of any footpaths and landscaping works to alter the levels in this area which is close to the River Tees. Further information is required in relation to the proposed residential development boundary works.

Due to the insufficient information submitted, we are unable to recommend the discharge of condition 35.

Condition 36 states that development shall not being within each phase until a surface water drainage for the site, based on sustainable drainage principles and an assessment of the hydrological and hydrogeological contents of the development, has been submitted to and approved in writing by the local authority.

Provided that the local authority is fully satisfied that the applicant has sufficiently demonstrated that they have assessed the hydrological and hydrogeological context of the proposal and that the surface drainage scheme is based on sustainable drainage principles, we have no objections to the discharge of condition 36.

Canal & River Trust (Former British Waterways)

The British Waterways Board (Transfer of Functions) Order 2012 has substituted references to British Waterways in the Town and Country Planning (Development Management Procedure) (England) Order 2010 to the Canal & River Trust. As such, local planning authorities are now required to consult the Canal & River Trust on applications for planning permission in the same way as British Waterways was previously consulted. In addition, under the British Waterways Board Transfer Scheme 2012 (also made under the Public Bodies Act 2011) all the property of British Waterways in England and Wales has now vested in the Trust.

After due consideration of the application details, the Canal & River Trust has no objections to the proposed development.

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 Alan Daines (0113 200 5713) in order to ensure that any necessary consents are obtained and that the works comply with the Canal & River Trust “Code of Practice for Works affecting the Canal & River Trust”.

In addition, in order for the Canal & River Trust 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.

Development and Regeneration

The Northshore development is a key regeneration priority in the heart of Stockton with a vision to deliver a mixed use scheme to benefit residents, visitors and businesses. The provision of high

quality housing will transform Stockton's riverside and act as a catalyst for further development on the Northshore site. In addition, the site's proximity to the town centre will encourage wider economic activity and create significant employment opportunities to directly benefit the local area. As this proposal meets the strategic development priorities outlined in the Northshore Masterplan, Regeneration & Economic Development fully supports this application.

Highways Agency

No objection in principle

The Ramblers Association

We thank the council for consulting the Ramblers on the proposed development.

We note that works will take place adjacent to the riverside path, the Teesdale Way.

We ask that access from the site to the riverside be suitable for use by disabled persons and by wheelchairs and baby buggies,

Tees Archaeology

This area of the North Shore development housed the former Blue House Brickworks (early to mid 20th century). Cartographic evidence and aerial photographs suggest that the site has been heavily remediated and will have a low archaeological potential.

PUBLICITY

14. Neighbours were notified and no comments were received.

PLANNING POLICY

15. 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 Plan is the Core Strategy Development Plan Document and saved policies of the Stockton on Tees Local Plan
16. Section 143 of the Localism Act came into force on the 15 Jan 2012 and requires the Local Planning Authority to take local finance considerations into account, this section s70(2) Town and Country Planning Act 1990 as amended requires in dealing with such an application [planning application] the authority shall have regard to a) the provisions of the development plan, so far as material to the application, b) any local finance considerations, so far as material to the application and c) any other material considerations
17. The following planning policies are considered to be relevant to the consideration of this application:-

National Planning Policy Framework

Paragraph 14. At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking;

For decision-taking this means:

approving development proposals that accord with the development without delay; and where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:

-any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or-

-specific policies in this Framework indicate development should be restricted.

The Government is committed to ensuring that the planning system does everything it can to support sustainable economic growth. Planning should operate to encourage and not act as an impediment to sustainable growth. Therefore significant weight should be placed on the need to support economic growth through the planning system

Core Strategy Policy 1 (CS1) - The Spatial Strategy

1. The regeneration of Stockton will support the development of the Tees Valley City Region, as set out in Policies 6 and 10 of the Regional Spatial Strategy 4, acting as a focus for jobs, services and facilities to serve the wider area, and providing city-scale facilities consistent with its role as part of the Teesside conurbation. In general, new development will be located within the conurbation, to assist with reducing the need to travel.
2. Priority will be given to previously developed land in the Core Area to meet the Borough's housing requirement. Particular emphasis will be given to projects that will help to deliver the Stockton Middlesbrough Initiative and support Stockton Town Centre.
3. The remainder of housing development will be located elsewhere within the conurbation, with priority given to sites that support the regeneration of Stockton, Billingham and Thornaby. The role of Yarm as a historic town and a destination for more specialist shopping needs will be protected.
4. The completion of neighbourhood regeneration projects at Mandale, Hardwick and Parkfield will be supported, and work undertaken to identify further areas in need of housing market restructuring within and on the fringes of the Core Area.
5. In catering for rural housing needs, priority will be given to the provision of affordable housing in sustainable locations, to meet identified need. This will be provided through a rural exception site policy.
6. A range of employment sites will be provided throughout the Borough, both to support existing industries and to encourage new enterprises. Development will be concentrated in the conurbation, with emphasis on completing the development of existing industrial estates. The main exception to this will be safeguarding of land at Seal Sands and Billingham for expansion of chemical processing industries. Initiatives which support the rural economy and rural diversification will also be encouraged.

Core Strategy Policy 2 (CS2) - Sustainable Transport and Travel

1. Accessibility will be improved and transport choice widened, by ensuring that all new development is well serviced by an attractive choice of transport modes, including public transport, footpaths and cycle routes, fully integrated into existing networks, to provide alternatives to the use of all private vehicles and promote healthier lifestyles.
2. All major development proposals that are likely to generate significant additional journeys will be accompanied by a Transport Assessment in accordance with the 'Guidance on Transport Assessment' (Department for Transport 2007) and the provisions of DfT Circular 02/2007, 'Planning and the Strategic Road Network', and a Travel Plan, in accordance with the Council's 'Travel Plan Frameworks: Guidance for Developers'. The Transport Assessment will need to demonstrate that the strategic road network will be no worse off as a result of development. Where the measures proposed in the Travel Plan will be insufficient to fully mitigate the impact of increased trip generation on the secondary highway network, infrastructure improvements will be required.

3. The number of parking spaces provided in new developments will be in accordance with standards set out in the Tees Valley Highway Design Guide. Further guidance will be set out in a new Supplementary Planning Document.

4. Initiatives related to the improvement of public transport both within the Borough and within the Tees Valley sub-region will be promoted, including proposals for:

- i) The Tees Valley Metro;
- ii) The Core Route Corridors proposed within the Tees Valley Bus Network Improvement Scheme;
- iii) Improved interchange facilities at the existing stations of Thornaby and Eaglescliffe, including the introduction or expansion of park and ride facilities on adjacent sites; and
- iv) Pedestrian and cycle routes linking the communities in the south of the Borough, together with other necessary sustainable transport infrastructure.

5. Improvements to the road network will be required, as follows:

- i) In the vicinity of Stockton, Billingham and Thornaby town centres, to support the regeneration of these areas;
- ii) To the east of Billingham (the East Billingham Transport Corridor) to remove heavy goods vehicles from residential areas;
- iii) Across the Borough, to support regeneration proposals, including the Stockton Middlesbrough Initiative and to improve access within and beyond the City Region; and
- iv) To support sustainable development in Ingleby Barwick.

6. The Tees Valley Demand Management Framework will be supported through the restriction of long stay parking provision in town centres.

7. The retention of essential infrastructure that will facilitate sustainable passenger and freight movements by rail and water will be supported.

8. This transport strategy will be underpinned by partnership working with the Highways Agency, Network Rail, other public transport providers, the Port Authority, and neighbouring Local Authorities to improve accessibility within and beyond the Borough, to develop a sustainable

Core Strategy Policy 3 (CS3) - Sustainable Living and Climate Change

1. All new residential developments will achieve a minimum of Level 3 of the Code for Sustainable Homes up to 2013, and thereafter a minimum of Code Level 4.

2. All new non-residential developments will be completed to a Building Research Establishment Environmental Assessment Method (BREEAM) of 'very good' up to 2013 and thereafter a minimum rating of 'excellent'.

3. The minimum carbon reduction targets will remain in line with Part L of the Building Regulations, achieving carbon neutral domestic properties by 2016, and non domestic properties by 2019, although it is expected that developers will aspire to meet targets prior to these dates.

4. To meet carbon reduction targets, energy efficiency measures should be embedded in all new buildings. If this is not possible, or the targets are not met, then on-site district renewable and low carbon energy schemes will be used. Where it can be demonstrated that neither of these options is suitable, micro renewable, micro carbon energy technologies or a contribution towards an off-site renewable energy scheme will be considered.

5. For all major developments, including residential developments comprising 10 or more units, and non-residential developments exceeding 1000 square metres gross floor space, at least 10% of total predicted energy requirements will be provided, on site, from renewable energy sources.

6. All major development proposals will be encouraged to make use of renewable and low carbon decentralised energy systems to support the sustainable development of major growth locations within the Borough.

7. Where suitable proposals come forward for medium to small scale renewable energy generation, which meet the criteria set out in Policy 40 of the Regional Spatial Strategy, these will be supported. Broad locations for renewable energy generation may be identified in the Regeneration Development Plan Document.

8. Additionally, in designing new development, proposals will:

- _ Make a positive contribution to the local area, by protecting and enhancing important environmental assets, biodiversity and geodiversity, responding positively to existing features of natural, historic, archaeological or local character, including hedges and trees, and including the provision of high quality public open space;
- _ Be designed with safety in mind, incorporating Secure by Design and Park Mark standards, as appropriate;
- _ Incorporate 'long life and loose fit' buildings, allowing buildings to be adaptable to changing needs. By 2013, all new homes will be built to Lifetime Homes Standards;
- _ Seek to safeguard the diverse cultural heritage of the Borough, including buildings, features, sites and areas of national importance and local significance. Opportunities will be taken to constructively and imaginatively incorporate heritage assets in redevelopment schemes, employing where appropriate contemporary design solutions.

9. The reduction, reuse, sorting, recovery and recycling of waste will be encouraged, and details will be set out in the Joint Tees Valley Minerals and Waste Development Plan Documents.

Core Strategy Policy 7 (CS7) - Housing Distribution and Phasing

1. The distribution and phasing of housing delivery to meet the Borough's housing needs will be managed through the release of land consistent with:

- i) Achieving the Regional Spatial Strategy requirement to 2024 of 11,140;
- ii) The maintenance of a 'rolling' 5-year supply of deliverable housing land as required by Planning Policy Statement 3: Housing;
- iii) The priority accorded to the Core Area;
- iv) Seeking to achieve the target of 75% of dwelling completions on previously developed land.

2. No additional housing sites will be allocated before 2016 as the Regional Spatial Strategy allocation has been met through existing housing permissions. This will be kept under review in accordance with the principles of 'plan, monitor and manage'. Planning applications that come forward for unallocated sites will be assessed in relation to the spatial strategy.

3. Areas where land will be allocated for housing in the period 2016 to 2021:

Housing Sub Area Approximate number of dwellings (net)

Core Area 500 - 700

Stockton 300 - 400

Billingham 50 - 100

Yarm, Eaglescliffe and Preston 50 - 100

4. Areas where land will be allocated for housing in the period 2021 to 2024:

Housing Sub Area Approximate number of dwellings (net)

Core Area 450 - 550

Stockton 100 - 200

5. Funding has been secured for the Tees Valley Growth Point Programme of Development and consequently the delivery of housing may be accelerated.
6. Proposals for small sites will be assessed against the Plans spatial strategy.
7. There will be no site allocations in the rural parts of the Borough

Core Strategy Policy 8 (CS8) - Housing Mix and Affordable Housing Provision

1. Sustainable residential communities will be created by requiring developers to provide a mix and balance of good quality housing of all types and tenure in line with the Strategic Housing Market Assessment (incorporating the 2008 Local Housing Assessment update).
2. A more balanced mix of housing types will be required. In particular:
 - _ Proposals for 2 and 3-bedroomed bungalows will be supported throughout the Borough;
 - _ Executive housing will be supported as part of housing schemes offering a range of housing types, particularly in Eaglescliffe;
 - _ In the Core Area, the focus will be on town houses and other high density properties.
3. Developers will be expected to achieve an average density range of 30 to 50 dwellings per hectare in the Core Area and in other locations with good transport links. In locations with a particularly high level of public transport accessibility, such as Stockton, Billingham and Thornaby town centres, higher densities may be appropriate subject to considerations of character. In other locations such as parts of Yarm, Eaglescliffe and Norton, which are characterised by mature dwellings and large gardens, a density lower than 30 dwellings per hectare may be appropriate. Higher density development will not be appropriate in Ingleby Barwick.
4. The average annual target for the delivery of affordable housing is 100 affordable homes per year to 2016, 90 affordable homes per year for the period 2016 to 2021 and 80 affordable homes per year for the period 2021 to 2024. These targets are minimums, not ceilings.
5. Affordable housing provision within a target range of 15-20% will be required on schemes of 15 dwellings or more and on development sites of 0.5 hectares or more. Affordable housing provision at a rate lower than the standard target will only be acceptable where robust justification is provided. This must demonstrate that provision at the standard target would make the development economically unviable.
6. Off-site provision or financial contributions instead of on-site provision may be made where the Council considers that there is robust evidence that the achievement of mixed communities is better served by making provision elsewhere.
7. The mix of affordable housing to be provided will be 20% intermediate and 80% social rented tenures with a high priority accorded to the delivery of two and three bedroom houses and bungalows. Affordable housing provision with a tenure mix different from the standard target will only be acceptable where robust justification is provided. This must demonstrate either that provision at the standard target would make the development economically unviable or that the resultant tenure mix would be detrimental to the achievement of sustainable, mixed communities.
8. Where a development site is sub-divided into separate development parcels below the affordable housing threshold, the developer will be required to make a proportionate affordable housing contribution.
9. The requirement for affordable housing in the rural parts of the Borough will be identified through detailed assessments of rural housing need. The requirement will be met through the delivery of a

'rural exception' site or sites for people in identified housing need with a local connection. These homes will be affordable in perpetuity.

10. The Council will support proposals that address the requirements of vulnerable and special needs groups consistent with the spatial strategy.

11. Major planning applications for student accommodation will have to demonstrate how they will meet a proven need for the development, are compatible with wider social and economic regeneration objectives, and are conveniently located for access to the University and local facilities.

12. The Borough's existing housing stock will be renovated and improved where it is sustainable and viable to do so and the surrounding residential environment will be enhanced.

13. In consultation with local communities, options will be considered for demolition and redevelopment of obsolete and unsustainable stock that does not meet local housing need and aspirations.

Core Strategy Policy 10 (CS10) Environmental Protection and Enhancement

1. In taking forward development in the plan area, particularly along the river corridor, in the North Tees Pools and Seal Sands areas, proposals will need to demonstrate that there will be no adverse impact on the integrity of the Teesmouth and Cleveland Coast SPA and Ramsar site, or other European sites, either alone or in combination with other plans, programmes and projects. Any proposed mitigation measures must meet the requirements of the Habitats Regulations.

2. Development throughout the Borough and particularly in the Billingham, Saltholme and Seal Sands area, will be integrated with the protection and enhancement of biodiversity, geodiversity and landscape.

3. The separation between settlements, together with the quality of the urban environment, will be maintained through the protection and enhancement of the openness and amenity value of:

i) Strategic gaps between the conurbation and the surrounding towns and villages, and between Eaglescliffe and Middleton St George.

ii) Green wedges within the conurbation, including:

- _ River Tees Valley from Surtees Bridge, Stockton to Yarm;
- _ Leven Valley between Yarm and Ingleby Barwick;
- _ Bassleton Beck Valley between Ingleby Barwick and Thornaby;
- _ Stainsby Beck Valley, Thornaby;
- _ Billingham Beck Valley;
- _ Between North Billingham and Cowpen Lane Industrial Estate.

iii) Urban open space and play space.

4. The integrity of designated sites will be protected and enhanced, and the biodiversity and geodiversity of sites of local interest improved in accordance with Planning Policy Statement 9: Biodiversity and Geological Conservation, ODPM Circular 06/2005 (also known as DEFRA Circular 01/2005) and the Habitats Regulations.

5. Habitats will be created and managed in line with objectives of the Tees Valley Biodiversity Action Plan as part of development, and linked to existing wildlife corridors wherever possible.

6. Joint working with partners and developers will ensure the successful creation of an integrated network of green infrastructure.

7. Initiatives to improve the quality of the environment in key areas where this may contribute towards strengthening habitat networks, the robustness of designated wildlife sites, the tourism offer and biodiversity will be supported, including:

- i) Haverton Hill and Seal Sands corridor, as an important gateway to the Teesmouth National Nature Reserve and Saltholme RSPB Nature Reserve;
- ii) Tees Heritage Park.

8. The enhancement of forestry and increase of tree cover will be supported where appropriate in line with the Tees Valley Biodiversity Action Plan (BAP).

9. New development will be directed towards areas of low flood risk, that is Flood Zone 1, as identified by the Borough's Strategic Flood Risk Assessment (SFRA). In considering sites elsewhere, the sequential and exceptions tests will be applied, as set out in Planning Policy Statement 25: Development and Flood Risk, and applicants will be expected to carry out a flood risk assessment.

10. When redevelopment of previously developed land is proposed, assessments will be required to establish:

- _ the risks associated with previous contaminative uses;
- _ the biodiversity and geological conservation value; and
- _ the advantages of bringing land back into more beneficial use.

Core Strategy Policy 11 (CS11) - Planning Obligations

1. All new development will be required to contribute towards the cost of providing additional infrastructure and meeting social and environmental requirements.

2. When seeking contributions, the priorities for the Borough are the provision of:

- _ highways and transport infrastructure;
- _ affordable housing;
- _ open space, sport and recreation facilities, with particular emphasis on the needs of young people.

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.

Supplementary Planning Document 3: Parking Provision for New Developments sets out the Council's standards for parking associated with new development.

Supplementary Planning Document : Open Space, Recreation and Landscaping sets out the level of Planning Obligation contributions required for new development and the circumstances in which open space will be required on site.

Supplementary Planning Document 6 : Planning Obligations sets out the Council's approach towards securing planning obligations associated with development within the Borough.

MATERIAL PLANNING CONSIDERATIONS

18. The main material planning 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

19. The application site already has the benefit of outline planning 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.

20. 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.

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

22. 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.

23. Fifteen units of affordable housing were incorporated into the Phase 1 scheme and combined with this application the total of dwellings would be 126 units equating to affordable housing provision of 12% which complies with the requirement set out in the original outline consent and compliant with Core Strategy Policy CS8.

24. 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.

25. The scheme incorporates public open space including an 'Urban Slipway' and the central square as part of the Phase 1 development. The slipway open space connects the pedestrian/cycle route along the river with the square at the centre of the Homezone. This is an ecologically diverse open space with opportunities for informal play and recreation and 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.

26. The scheme also provides traditional gardens either to the rear or side with balconies or terraces. The landscape strategy for the site includes the following elements; structured planting to the embankment, river edge planting enhancements, ornamental communal planting beds, specimen tree planting in hard surfaced areas strategically placed across the development. 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. As part of the water collection a surface drainage channel runs down the centre of each street and adds visual interest.

27. 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.

Other Matters

28. 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.

29. 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. 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

30. 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".

31. 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.

32. 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.

33. It has been demonstrated through auto tracking that refuse collection can be accommodated by appropriate vehicles as well as manoeuvrability within the site for pantechincons. 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.

34. 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 subject to conditions in relation to a stage 2 Road Safety Audit (Detailed Design) and stage 3 Road Safety Audit (post Construction) being conducted, the permitted development rights for the conversion of garages within the development being removed and a condition relating to the provision for the management of hard and soft landscaping within the development. While it is appreciated that a Stage 2 and 3 Road Safety Audits will assist in producing an acceptable

The Town and Country Planning Act 1990.
National Planning Policy Framework
Stockton on Tees Local Plan Adopted Version June 1997
Core Strategy Development Plan Document March 2010
Supplementary Planning Document 3: Parking Provision for New Developments
Supplementary Planning Document : Open Space, Recreation and Landscaping
Supplementary Planning Document 6 : Planning Obligations