

**DELEGATED**

**AGENDA NO**

**PLANNING COMMITTEE**

**31<sup>st</sup> July 2013**

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

**13/0299/FUL**

**Site Known As Parkfield, (Site Is Bounded By Dovecot Street, Hartington Road, St Bernards Road And Worthing Street, Stockton),  
Construction of 117 dwellings and access roads**

**Expiry Date: 20 August 2013**

### **SUMMARY**

Planning permission is sought for a housing regeneration scheme. The majority of the site has already been demolished with roads and footpaths remaining in place. The proposed redevelopment would provide 117 new dwellings in a mix of detached, semi and terrace properties, including bungalows, houses and apartments. The principle of the development accords with policy as it is on a brownfield site, within the core area, within the limits of development and on an area formerly used for housing.

A small number of objections have been raised in respect to the proposal which are mainly concerned over the impact of the development on local parking and traffic provisions. The area currently allows for indiscriminate parking within the area which several local businesses have commented is necessary to maintain their vitality and viability. Whilst this is noted, the overall site was a former housing site and it has been acquired for the purpose of re-providing housing, it was not intended to increase parking provision for wider area. In addition, the amount of new housing is a reduction to that previously on the site, each property has its own parking and there is also additional visitor parking provided within the layout, whereas all previous parking for the properties would have been on street. In view of these matters it is considered that there is no planning justification for additional parking to be provided as part of this scheme for existing businesses within the surrounding area. Notwithstanding this, the Council's Technical Services and Housing Department have further considered the concerns raised by existing businesses out-with the application process. The Head of Technical Services has indicated that, in terms of meeting the requirements of local businesses, the existing and future provision of car parking has been considered and this will be monitored as development progresses (should it be approved). It is likely that short stay car parking can be accommodated along with provision of restrictions to ensure a turnover that will satisfy customers accessing businesses in the area. Further to this, some long stay unrestricted parking can be accommodated on street and the Council has committed to working with the businesses in the area to provide parking where possible. The Head of Technical Services has advised that at this stage no land is available for an off street unrestricted long stay car park.

The design and layout of the development site while in contrast to the surrounding terraced streets will allow for greening of the surrounding environment and the scale of properties are generally consistent with surrounding properties which are a mix of 2 and 3 storeys. Adequate levels of privacy and amenity would be achieved by future and existing occupiers due to the site layout and property types. The scheme includes for an area of open space centrally within the site.

## **RECOMMENDATION**

That planning application 13/0299/FUL be approved subject to the following conditions and informatives;

### **01 Approved Plans**

*The development hereby approved shall be in accordance with the following approved plans;*

<i>Plan Reference Number</i>	<i>Date on Plan</i>
<i>3246/00/01 REV O</i>	<i>20<sup>th</sup> May 2013</i>
<i>R/1394/1H</i>	<i>20<sup>th</sup> May 2013</i>
<i>3246/00/101 REV A</i>	<i>23<sup>rd</sup> May 2013</i>
<i>3246/00/103 REV A</i>	<i>23<sup>rd</sup> May 2013</i>
<i>3246/00/104 REV A</i>	<i>23<sup>rd</sup> May 2013</i>
<i>3246/00/105 REV A</i>	<i>23<sup>rd</sup> May 2013</i>
<i>3246/00/106 REV A</i>	<i>23<sup>rd</sup> May 2013</i>
<i>3246/00/107 REV A</i>	<i>23<sup>rd</sup> May 2013</i>

*Reason: To define the consent.*

### **02. 10% Renewables**

*Prior to the above ground commencement of any of the development hereby approved, a written scheme shall be submitted to and approved in writing by the local planning authority which details how the predicted CO2 emissions of the development will be reduced by at least 10% through the use of on-site renewable energy equipment or the use of specific building materials. The carbon savings which result from this will be above and beyond what is required to comply with Part L Building Regulations or other such superceding guidance. Before the development is occupied the approved scheme of reduction shall have been implemented on site and brought into use where appropriate. The approved scheme shall be maintained in perpetuity thereafter.*

*Reason: In the interests of promoting sustainable development in accordance with the requirements of Stockton on Tees Core Strategy Policy CS3(5) Sustainable living and climate change.*

### **03. Code Construction**

*Unless a viability statement has been submitted to and agreed in writing by the local Planning Authority indicating that the development is unviable if built to Level 4 of the Code for sustainable homes, all properties shall be built to achieve a minimum of Code Level 4 of the Code for Sustainable Homes or any other equivalent Building Regulation rating at the time of construction as first agreed in writing with the Local Planning Authority before development commences and implemented in accordance with the approved details.*

*Reason: In order to minimise energy consumption in accordance with Stockton-on-Tees Adopted Core Strategy policy CS3*

### **04. Materials and hard landscaping**

*Notwithstanding the details hereby approved, no above ground development shall commence until full details of the following has been submitted to and approved in writing by the Local Planning Authority.*

- *External finishing materials of buildings,*

- *Hard landscaping throughout the site*  
*The development shall be completed in accordance with the approved scheme.*

*Reason: To achieve consistent and appropriate design principles throughout the development in the interests of visual amenity and to comply with saved Local Plan Policy HO3 and Core Strategy Development Plan Policy CS3.*

**05. Soft Landscaping and Boundary Treatments**

*Soft Landscaping and boundary treatments shall be undertaken on site in accordance with the details on approved plan R/1394/1H and a detailed planting regime to be first submitted to and approved in writing by the Local Planning Authority. The planting and boundary treatments for each property shall be implemented on site prior to its occupation.*

*Notwithstanding the details on approved plan R/1394/1H, the fencing to the rear of plots 112-117 shall be an acoustic fence of a type and height to be first submitted to and approved in writing by the Local Planning Authority and the acoustic fence shall be installed on site prior to the occupation of plots 112-117.*

*Notwithstanding the details on approved plan R/1394/1H, the boundary treatment immediately to the south of Plot 117 forming the boundary between the commercial unit and plot 117 shall be of a type to be first submitted to and approved in writing by the Local Planning Authority and the agreed boundary type shall be implemented on site prior to the occupation of plots 112-117.*

*Reason: In order to provide a suitable street scene, maintain suitable levels of privacy for existing properties and achieve adequate visibility splays for vehicles in accordance with the requirements of saved Local Plan Policy HO3, Core Strategy Development Plan Policy CS2 and the National Planning Policy Framework.*

**06. Landscaping maintenance**

*All landscaping on the site shall be maintained in accordance with a scheme to be first submitted to and approved in writing by the Local Planning Authority. The scheme shall detail all methods, frequencies and responsibilities for maintenance and any agreements required to achieve these.*

*Reason: In order to ensure suitable provision is maintained.*

**07. No burning of waste.**

*During the construction phase of the development there shall be no open burning of waste on the site.*

*Reason: To protect the amenity of the occupants of nearby properties.*

**08. Construction working hours**

*No construction/building works or deliveries shall be carried out except between the hours of 8.00am and 6.00pm on Mondays to Fridays and between 9.00am and 1.00pm on Saturdays. There shall be no construction activity including demolition on Sundays or on Bank Holidays.*

*Reason: To protect the amenity of the occupants of nearby properties.*

**09. Public Open Space and land out-with curtilages**

*Unless an alternative time period is agreed in writing with the Local Planning Authority, the Public Open Space at the centre of the site and all other land out-with residential curtilages shall be provided by the developer as detailed on approved plan R/1394/1H (and subject to*

a detailed planting regime, further details of which are to be first submitted to and approved in writing by the Local Planning Authority) within 3 months of the occupation of the final property on the site or within 3 years from the initial commencement of construction on the site, whichever is earlier. All open space / land outwith residential curtilages shall be maintained in accordance with details to be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the overall development on site. The agreed scheme shall detail the method, frequency and responsibilities for maintenance and any agreements to achieve these.

Reason: To enable the Local Planning Authority to satisfactorily control the development.

**10. Temporary Car Park for Workers**

Prior to works commencing on site a scheme for a temporary car park and materials storage area shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented on site and brought into use prior to commencement of any development.

Reason: In the interests of highway safety and to prevent undue impact on parking for existing residents.

**11. Section 278 Agreement**

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 for:

(i) The amended access onto Yarm Road.

(ii) Works to the back street associated with Hartington Road

The development hereby approved shall not be occupied until the approved works have been completed and have been certified in writing as complete by the Local Planning Authority unless alternative arrangements to secure the specified works have first been approved in writing by the Local Planning Authority.

Reason: To provide a suitable access arrangements for the development.

**12. Traffic Restrictions**

No property hereby approved shall be occupied until the existing restrictive Traffic Regulation Order has been suitably varied or replaced to allow for two way traffic along Buchanan Street from its junction with Yarm Road.

Reason: In the interests of highway safety and to comply with Core Strategy Development Plan CS2.

**13. Unexpected land contamination**

In the event that contamination is found at any time when carrying out the approved development, works must be halted on that part of the site affected by the unexpected contamination and it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken to the extent specified by the Local Planning Authority and works shall not be resumed until a remediation scheme to deal with contamination of the site has been carried out in accordance with details first submitted to and approved in writing by the Local Planning Authority. This scheme shall identify and evaluate options for remedial treatment based on risk management objectives. Works shall not resume until the measures approved in the remediation scheme have been implemented on site, following which, a validation report shall be submitted to and approved in writing by the Local Planning Authority. The validation report shall include programmes of monitoring and maintenance, which will be carried out in accordance with the requirements of the report.

*Reason: To ensure the proper restoration of the site and to accord with Stockton on Tees Core Strategy Policy 10 (CS10) - Environmental protection and enhancement*

**14. Affordable Houses**

*Prior to the occupation of any dwellings on the site, a scheme of affordable housing shall be submitted to and approved in writing by the local planning authority detailing the provision of 23 affordable dwellings. The scheme shall detail the following,*

- i) the precise units which will provide the affordable housing;*
- ii) the arrangements the developer shall make to ensure that such provision is affordable for both initial and successive occupiers;*
- iii) Occupancy criteria and nomination rights in relation to identified housing need.*

*The development hereby approved shall be occupied in accordance with the approved scheme of affordable housing.*

*Reason : To ensure the provision of affordable housing on the site in accordance with Stockton on Tees Core Strategy Policy 8 (CS8) - Housing mix and affordable housing provision.*

**INFORMATIVE OF REASON FOR PLANNING APPROVAL**

***Informative 1:***

*The Local Planning Authority has implemented the requirements of the National Planning Policy Framework.*

***Informative 2: Gas Apparatus***

*Northern Gas Networks have advised that there may be gas apparatus in the area and that the developer contact them to discuss this. Contact details given are as follows;*

*Sandra Collett*

*Network Records Assistant*

*0845 6340508 (option 6)*

***Informative 3: Northumbrian Water***

*Northumbrian Water have advised that they may have apparatus affected by the development. The developer should contact Northumbrian Water prior to commencing the development. The contact given for Northumbrian Water is Niki Mather 0191 419 6603.*

**BACKGROUND**

1. The site is made up of a former housing area, the majority of which has been demolished in order to make way for a housing regeneration scheme. Recent development adjacent to the site include the Aldi supermarket and the Health Centre to the south.

**SITE AND SURROUNDINGS**

2. The site is located to the west of Stockton Town Centre and to the north of Yarm Lane, which is a main highway into the town. The site is set behind existing commercial properties which front Yarm Road including Kwik Fit, Aldi and a Fiat car garage. The areas immediately adjacent to the site are mainly residential terraces. A health centre lies adjacent to the southern boundary.

3. The site is an area where demolitions have taken place, with roads and pavements remaining and rough grassed areas having established on some of the former building footprints. Surrounding residential properties are a mix of 2 and 3 storeys, a number of which have been recently updated with external rendering.

## **PROPOSAL**

4. Planning permission is sought for the development of 117 properties on a former housing site as part of the Parkfield Regeneration Scheme. The scheme details single and two storey 2, 3 and 4 bed properties, utilising in part the remaining highway network with new spurs being created to suit the new development layout. An area of open space is provided centrally within the development. In curtilage parking, visitor parking, private amenity space and front garden areas are also provided.

## **CONSULTATIONS**

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

### Councillors Coleman and Kirton

Cllr Kirton and I share the concerns of the businesses in the immediate area about the lack of parking space and we would like to see some changes made to the status from all day to short stay. Plus any extra spaces which could be provided by altering the layout slightly.

### Environmental Health Unit

Have no objection in principle to the development, although recommend conditions be imposed in respect to the following should the application be approved.

- Open burning
- Construction Noise
- Unexpected land contamination

### Head of Technical Services

#### Highways Comments

Technical Services have considered the information that has been provided by the applicant. The development should be designed and constructed in accordance with the Councils Design Guide and Specification (Residential and Industrial Estates Development) current edition.

The proposal is for 117 dwellings and access road into the Parkfield area of Stockton. There are 99 two bedroom properties and 18 three bedroom properties proposed within the site. A Transport Statement (TS) has been submitted in support of the planning application.

This report provides an update to previous comments submitted on 21 March 2013. The comments in this report are based on the revised proposed site layout drawing – Drawing 3256/00/01 Revision O.

The masterplan has been designed based on Home Zone principles with shared surfaces and features to minimise vehicular speeds. To maintain low vehicular speeds, best practice guidance recommends deflections (raised speed tables / build outs) every 30m to achieve a target speed of 10mph. Traffic calming features have been designed into the layout on the routes within the planning boundary.

Within shared surface areas, there must still be sufficient space for pedestrians on the outside of the main vehicle running track to maintain a safe walking route. The Stockton Borough Council (SBC) Design Guide recommends a minimum carriageway width of 3.75m and 2m wide footways within home zones and this should be achieved throughout the development in the home zone areas. On the main access roads through the site (Buchanan Street / St Bernard Road) a minimum carriage way width of 4.8m should be provided. These dimensions are achieved within the proposed layout.

Differing surface materials have been used throughout the development to aid pedestrian movement and differentiate between pedestrian areas and vehicle areas. Applying different material to the pedestrian zone alerts drivers to the presence of pedestrians.

Raised surfaces for pedestrians to cross on pedestrian desire lines have been provided and these should ensure that the majority of pedestrian movement is maintained on the demarcated footways. Raised surfaces also act as traffic calming features and assist in maintaining low vehicle speeds.

Tight bends in the road in home zone areas may reduce vehicle speeds but visibility needs to be maintained on the corners to ensure vehicles can see oncoming vehicles and pedestrians or any vehicles parked on-street around each corner. Similarly, in some areas of the site on-street parking bays and traffic calming build outs narrow the road to one-way operation. Visibility on bends should be maintained with no obstruction or planting above 600mm. Any such planting should ensure good visibility without frequent maintenance. Good visibility should encourage vehicles to give-way and reduce the likelihood of vehicles reversing to allow another vehicle to pass.

To balance the flow of highway trips travelling to/from the development, Buchanan Street should be reverted to two-way traffic to allow access and egress from the development site from Yarm Lane. Therefore the existing Traffic Regulation Order (TRO) which restricts access northbound to Worthing Street would need to be revoked should planning permission be granted and the associated signs removed. The amendment to the TRO should be implemented as a planning condition. Buchanan Street must have footways on both sides of the road for the full length of route and it is noted that the current development layout incorporates this requirement. The re-opening of the northern section of Buchanan Street to through traffic should be in place prior to occupation of the first dwelling. The applicant would need to enter into a Section 278 Agreement for amendments to the adopted highway and footpaths. The applicant would also need to enter into a Highways Act Section 38 Agreement for the highway and footpaths within the development which are to become highway maintainable at the public expense.

Swept path plans have been provided to demonstrate that large vehicles and refuse vehicles can access all areas of the site. However access to some properties, for example plots 95 to 101, would require a large vehicle to reverse back out onto the access road as a turning area has not been provided. The need for vehicles to reverse should be designed out of the layout. It is therefore proposed that those routes that do not provide sufficient turning area be private driveways and not form part of the adopted highway, and this should be confirmed as part of the Section 38/278 discussions. Bin stores have been provided on the roads that would not be adopted to provide a location for residents to locate their bins on the adopted highway for collection.

Parking provision should be in accordance with the Council's standards, as outlined in *Supplementary Planning Document 3: Parking Provision for Developments 2011*. Accordingly, the residential parking standard for two and three bedroom properties is usually 2 parking spaces per dwelling. This can be reduced to 1.5 spaces per dwelling in Stockton town centre and a reduced provision of 1 space per dwelling is generally acceptable in social rented properties.

It was agreed during pre-application discussions that given the sustainable location of the development site and because all properties are to be social rented properties, a reduced provision of 1 in-curtilage space per property was acceptable. Throughout the development a reduced provision of 1 space per two bedroom dwelling has therefore been accepted. All three bedroom properties have been provided with 2 parking spaces. In-curtilage parking spaces should be 6m in length but in constrained circumstances this can be reduced to 5m.

Previous comments on the development (dated 21 March 2013) noted that the parking layout must ensure vehicles can manoeuvre out of the parking bays and exit in forward gear. Cars should not be reversing long distances in residential areas. A swept path plan has been provided which demonstrates that vehicles can manoeuvre out of the bays designated for plots 1 and 6.

A home zone development relies on car parking being efficiently accommodated within the layout to minimise conflict between vehicles and pedestrians / cyclists. Without carefully considered on-street parking, the reduced parking standards could result in vehicles parking in undesignated areas on the highway in locations that could have an adverse impact on highway safety. Having reviewed the proposed layout, the development incorporates on-street parking which should adequately accommodate additional parking demand from residents and their visitors.

Vehicles reversing off private driveways that cross footways must have sufficient visibility to view pedestrians and this is particularly relevant in a home zone area where pedestrians and cyclists are given priority over vehicles. To achieve this requirement, no vegetation or boundary treatment should be permitted above 600m within a visibility splay. A visibility splay for a vehicle reversing off a driveway is 2.4m by 2.4m and within this splay, a driver must have an unobstructed visibility above 600m. The previous Technical Services report (dated 21 March 2013) raised a number of concerns where visibility was restricted by the proposed boundary treatment. Amendments have been made and the revised site layout plan shows that the proposed boundary treatments should not impede visibility. Should planning permission be granted, a condition should be added that vegetation and boundary treatments are maintained below 600m within the visibility splay of driveways.

There are no parking restrictions on-street and therefore some on-street parking currently occurs within the development site. Notably however the on-street car parking does not seem to be associated with the nearby Health Centre as spaces have been available in the Health Centre car park during daytime site visits. Given the short walking distance to Stockton High Street it is reasonable to assume that some parking is associated with town centre workers / visitors who are benefiting from the largely vacant site provided unrestricted on-street car parking. The development could displace this commuter car parking but there is sufficient car parking within Stockton town centre to accommodate commuter parking demands.

The redevelopment of the Parkfield area would remove the parking to the rear of Hartington Road and the car park located off Buchanan Street that was associated with the social club (which has now been demolished). The existing off-street car park to the rear of 100 Yarm Lane would be maintained.

The site was previously a residential development and the proposals do not alter the parking arrangements to the rear of Yarm Lane. However, concerns have been raised that the development would reduce the availability of parking for local businesses on Yarm Lane. To address these concerns the off-street car park to the rear of Yarm Lane could be formalised and limited waiting introduced in the car park. Customers to the local businesses require short stay parking conveniently located close to Yarm Lane. By introducing limited waiting in the car park to the rear of Yarm Lane it should encourage a turnover of spaces, discourage commuter parking, and ensure parking is maintained for customers. Formalising the parking provision would require an off-street car parking order and the proposals are to be investigated by the Council.



In terms of meeting the requirements of local businesses, car parking has been considered in terms of existing and future provision and this will be monitored as the development progresses subject to its approval. Short stay car parking can likely be accommodated with provision of restrictions to ensure a turnover that will satisfy customers accessing businesses in the area. Some long stay unrestricted parking can be accommodated on street and the Council has committed to working with the businesses in the area to provide parking where possible, at this stage no land is available for an off street unrestricted long stay car park.

#### Summary

In summary, the Head of Technical Services has no highway objections to the development.

#### Landscape & Visual Comments

As noted in the highway comments above the overall site layout follows the principles of both 'Manual for Streets' and Home zone design. The scheme does succeed in addressing these principles with active frontages, shared surfaces, varied paving materials, planting and traffic calming measures creating a safe and pleasant mixed use streetscape.

The principle of how the public realm is to be built out is illustrated on Drawing No R/1394/1B Landscape Masterplan. It is essential that the detailing of changes of levels, particularly on the raised highway crossings is carefully considered to ensure durability and effectiveness. This combined with the juxtaposition of high quality materials should ensure a variety of visual experiences are created that will reinforce the Home zone approach. As noted in the highway comments above the approach to materials selection must be consistent to ensure that pedestrian and vehicular areas are clearly defined. For this reason details of hard landscaping should be conditioned as described below.

The layout is successful in clearly defining public and private space through use of various means of enclosure. This is essential to ensure problems of antisocial behaviour are avoided. As such details of all means of enclosure should be conditioned as stated below.

There is a single large open space to the centre of the development with a number of smaller public areas within the site. Without detailed plans it is difficult to fully assess how these areas would function. Given the problems of antisocial behaviour currently occurring in the vicinity it is essential that these areas are carefully designed to avoid the creation of areas that may become focal points for such antisocial behaviour. It is acknowledged that the central open space is well overlooked by surrounding properties and that surrounding roads will provide a buffer. The location of any seating should be carefully considered to avoid the creation of spaces where people may congregate. In addition flat open spaces that could be used for ball games should be avoided in such locations. Notwithstanding these comments details of all areas of public open space should be conditioned. Detailed proposals should be submitted for approval.

It is essential to the success of the scheme that the trees and soft landscape proposed for the highway areas are planted as shown on the landscape masterplan. Without these elements of soft landscape the finished scheme would be excessively hard in appearance and would fail to achieve the stated objective of producing a 'sense of place'. An exception would include the highway comments above that the trees planted adjacent to plot 85 should be replaced with a car parking space, this is acceptable.

The provision of the trees and any surrounding guards or grills in the highway will be subject to adoption under S38 of the Highway Act and as such will be subject to inspection and maintenance charges. Any other planting and street furniture on the highway which is deemed unnecessary for the function of the highway e.g. shrub planting, trip rails and bollards will also be subject to future maintenance charges. The level of charges for Street Trees is set out in SPD 6 Planning Obligations Appendix F and typical maintenance charges associated with shrub planting in the highway will be calculated on the formula set out in Appendix E. Typically maintenance charges

associated with metal street furniture is 50% of their actual installation cost (subject to agreement of design construction of the original unit).

#### Summary

In summary, the Head of Technical Services has no landscape and visual objections to the development, subject to the inclusion of the following conditions relating to:

Landscaping – Hardworks;  
Existing and Proposed Levels;  
Means of Enclosure;  
Street Furniture  
Scheme For Illumination;  
Landscaping – Softworks;  
Maintenance- Softworks;  
On Site Public Open Space.

#### Built Environment Comments

The scale and massing is acceptable given the context of the site. It is encouraging to note the use of contemporary architectural styling and materials for the proposed housing types. Although the architectural style differs somewhat from the surrounding terraced properties the choice of materials together with scale of the houses will serve to integrate the development with its surroundings whilst providing a distinct character.

Although there are a number of instances where the gable end of properties face the street the inclusion of side windows would address this problem by maintaining observation of the street. Blank facades facing onto streets is not acceptable as this would hinder passive surveillance of the public realm and detract from the streetscape.

The importance of the streetscape in providing a 'sense of place is achievable' with the layout proposals provided that high quality materials are utilised in the surface finishes. Appropriate conditions concerning public realm are noted in the landscape and visual notes.

#### Summary

In summary, the Head of Technical Services has no built environment objections to the development subject to the inclusion of the following conditions:

All gable ends facing the street should include windows to provide passive surveillance.

#### Flood Risk Management

The proposed redevelopment site is situated within flood zone 1 and presently not at risk of either tidal or fluvial flooding. We are only aware of one flooding issue within close proximity of the proposed development site at Dovecot Street underpass. Stockton Borough Council are currently investigating.

The existing hard area of the previous terraced housing was 32,300m<sup>2</sup> and the new hard standing area will be approximately 29,900m<sup>2</sup> which will be an overall reduction. This will provide a reduction of 2400m<sup>2</sup>.

The development must not increase the risk of surface water run-off from the site or cause any increased flood risk to neighbouring sites. Any run off should be restricted to 3 l/sec. Any increase in surface water generated by the development or existing surface water / groundwater issues on the site must be alleviated by the installation of a suitable drainage system within the site. The Council supports the use of sustainable drainage systems.

A flood risk assessment (FRA) has been prepared in support of the planning application. The existing hard-standing area of the previous terraced housing was 32,300m<sup>2</sup> and the new hard-standing area will be approximately 29,900m<sup>2</sup> which will provide an overall reduction. The FRA states that the site ground conditions have been investigated by Solmek which concludes that there is little scope for sustainable drainage in the natural ground as there is no soakage potential. However, it does state that there is scope to for driveways to have channel drains at the back of the footpath line and for those to discharge in garden planting bed areas.

The Council supports the use of sustainable drainage systems and suggests that the applicant considers SUDS for the redevelopment site. The applicant must submit full design details of the proposed attenuation for the redevelopment site to the Local Authority.

#### Summary

In summary, the Head of Technical Services has no flood risk management related objections to the development.

#### Environmental Policy

Code for sustainable Homes required from 2014 (confirmed by planning) and no mention of renewable energy supply as required by CS3.

#### Summary

In summary, the Head of Technical Services has no environmental policy related objections to the development.

#### Northumbrian Water Limited

Have advised that development does not commence until a detailed scheme for the accurate protection of and access to its apparatus during construction and afterwards of the development has been agreed with the LPA and NW.

#### Northern Gas Networks

Advise that they have no objection to the scheme although there may be apparatus in the area which are at risk during construction. They recommend early contact with them is made by the developer.

#### Stockton Police Station - Eddie Lincoln

Good design must be the aim of all those involved in the development process and should be encouraged everywhere. For example reference to 'Planning out Crime - Good Practice Guidance', and Planning Advice can make a major contribution to both the prevention of crime and reducing the fear of crime.

'Secured by Design' (SBD) aims to achieve security for the building shell and to introduce appropriate design features that enable natural surveillance and create a sense of ownership and responsibility for every part of the development in order to deter criminal activities and anti-social behaviour. These features include, adequate lighting, control of access, defensible space, and a landscaping and lighting scheme, which when combined, enhances natural surveillance and safety and help to instil a sense of ownership on the local environment.

Secured by Design is an important part of the process of risk management and the vulnerability of people and property to crime can be reduced significantly if the following advice and measures are incorporated.

Incorporating sensible security measures during the design and build combined with good management practices is shown to reduce levels of crime, fear of crime and disorder. The aim of

the police service is to assist in the design process to achieve a safe and secure environment without creating a 'fortress environment'.

#### Crime Pattern Analysis.

A crime pattern analysis has been carried out revealing over 4521 incidents being reported to Police within the Ward in the past 12 months. Of these, 774 related to criminal activity ranging from criminal damage to burglary, 877 incidents of anti-social behaviour and 1833 public safety issues. Achieving Secured by Design accreditation will reduce the opportunities for crime to occur.

#### Access and Movement.

The access and movement through the development appears to be of an acceptable standard, permeability into the area was discussed at the meeting held on the 29th November 2012 and revised plans reflect our discussions. All routes appear to be well defined so as not to undermine private or defensible space. Maximum natural surveillance is achieved and any blind spots eliminated where potential offenders could hide.

As discussed, street lighting should be carefully designed to cover all vulnerable areas, particularly car parking areas and pedestrian walkways; this is to include un-adopted shared drives. E-mails with Luke Stott and James Lester have clarified that the acceptable minimum standard for SBD is BS5489-1:2013 which is expected to be achieved.

#### Structure

The design of the buildings must be selected with security in mind. All areas within the development should have a clearly defined use. Vehicle parking has been revised so where possible it is within the curtilage of the building it serves and is well overlooked. This includes providing a window on gable ends where parking is adjacent to properties.

Exposed gable ends should also include a window, also consider boundary treatment or planting to eliminate its use as a ball playing area.

#### Surveillance

All aspects of the development should benefit from good natural surveillance. Lighting has already been mentioned and well lit spaces are crucial to reducing the fear of crime and it should be used to ensure good natural surveillance is available during the hours of darkness.

Any shrubbery/hedges that are to be planted should be of a species that will not readily grow above 1metre in height. Any newly planted trees within the development should not have a tree canopy that is less than 2metres from the ground and should be maintained in the future to this level. An open and bright place not only reduces the number of potential hiding places of potential offenders, but also reduces the fear of crime.

#### Ownership

All space must be clearly defined and adequately protected in terms of use and ownership. It should be clear what areas are public, semi-public, semi-private or private. This is achievable through the creation of defensible space.

The driveways and shared drives on the properties should be constructed of a different surface texture to the public footpath, again accentuating the crossover from public space to semi-private.

The following boundary treatments have already been recommended. Rear and side treatments to the properties that bound public land be a minimum of 1.8 metre close boarded fencing with a 200mm boxed trellis topping or 1.8 meter brick design with 200mm boxed trellis topping. 2.2 meter perimeter would be preferred where possible.

Any horizontal support rails are to be on the private side of the fencing with horizontal wire fitted to the fence panels; this will make the fence more secure and less vulnerable to damage. The

planting of thorny plants to the outside of the rear and side gardens will also enhance the security of the fence.

Any gate giving access to the rear of the properties should be as close to the front elevation as possible to eliminate recesses as displayed. The gates should be 1.8 metre high with 200mm box trellis and have suitable locking mechanism fitted.

#### Meter boxes

Meter boxes should be situated on the front elevation of buildings and covered by natural surveillance. Side access gates can then be flush fit with the front building line as recommended above.

#### Physical Protection

The physical security of the development is of utmost importance to enhance its sustainability.

#### Doors.

All door sets in SBD developments shall comply with the following:

The SBD standard for door sets is BS PAS24-2012. All door sets shall also be fit for purpose and tested to BS PAS 24-2012 'General performance requirements for door assemblies'. Door sets shall also comply with the relevant material annex when available. All security testing, performance testing and assessment must be undertaken at a suitably qualified UKAS (United Kingdom Accreditation Service) accredited test facility.

Door sets installed within SBD developments shall be covered by an appropriate test report, or if certificated (BSI Kite mark or similar) shall be tested as part of the manufacturers range of door assembly. I will require a copy of the third party certificate prior to the SBD certificate being awarded. If an SBD company is to be used, details of the company will suffice.

The glazed panels adjacent to doors form an integral part of the door frame then they shall be tested as part of the BS PAS 24 compliance. Alternatively where they are manufactured separately from the door frame, they shall be certificated to PAS 24-2012 or BS 7950: 1997. In such cases the window shall be securely bolted to the door assembly together in accordance with the manufacturer's requirements.

#### Windows.

Ground floor windows and those easily accessible above ground floor, shall be successfully tested and Certificated (BSI Kite mark or similar) to PAS 24-2012 'Specification for enhanced security performance of casement and tilt/ turn windows for domestic applications'. Glazing shall be laminated to 6.4mm minimum thickness.

Windows shall be securely fixed in accordance with the manufacturer's specifications, a copy of which will be given to the ALO/CPDA.

Consideration should also be given to small top openings for ground floor windows.

#### French Windows

All external door sets not designated as the main access/egress route shall meet the same physical standard as 'front door',

All glazing in and adjacent to doors must include one pane of laminated glass to a minimum thickness of 6.4mm and securely fixed in accordance with the manufacturer's specifications.

All laminated glass must be certificated to BS EN 356 2000 rating P2A. (There is no specific requirement to install laminated glazing on the inner or outer face of a double glazed unit. However specifies may wish to take into consideration the fact that toughened glass is usually more resistant to accidental damage by blunt objects such as a football and therefore may be best

placed on the external face of the double glazed unit. It is recognised however that there are many other factors that may also need to be considered such as thermal efficiency, aesthetics and the requirement for privacy or obscured glazing, which will influence the specifiers decision).

#### Security Lighting

Lighting should be designed to illuminate all external doors and vulnerable areas, such as rear garden, these should be none switched and be controlled by photo electric cell. The use of low consumption lamps is recommended with units positioned to reduce glare, light pollution and possible attack.

#### Down Pipes

Down-pipes fitted to the properties are to be of a square profile and be fitted using close coupled fixings and flush fitted to the walls. Other features that could be used as a climbing aid are to be avoided.

#### Sheds

Sheds are particularly vulnerable to attack. I would recommend no windows and the use of coach bolts for extra security and a good quality close shackled padlock. If cycle storage is to be within the sheds then it is to be fitted with a "Sold Secure" Silver Standard padlock. Sheds must be positioned away from the outer fence line by about 1 meter.

#### Intruder Systems

If alarms are to be fitted to the properties they must conform to BS EN 50131 & PD 6662 for wired systems, or, BS 6799 for wire free systems. SBD requires a fused spur to be installed if alarms are not to be fitted.

#### Activity

The proposed layout of the development appears to be in proportion to the level of human activity that is expected. The general layout, if the above recommendations are adhered to, would make those with criminal intentions in mind visible.

#### Management

A well designed development with management in mind will help discourage crime in the present and in the future. The creation of defensible spaces will encourage maintenance, suitable processes should be put in place for the maintenance and repair of areas within the development that are not obviously private, examples being landscape management, road repair, street-lighting and signage.

Although not an SBD requirement, Stockton District along with many other areas nationwide is suffering from high volumes of metal theft. These include copper piping, boilers, cables and lead flashing. Dwellings under construction are particularly vulnerable. I recommend that alternative products be utilised where possible. Many new builds are now using plastic piping where building regulations allow and alternative lead products.

#### Head of Housing

The Strategic Housing Market Assessment (SHMA) 2012 has identified an annual affordable housing need in the borough of 560 units, with the majority of need being for smaller properties.

Core strategy Policy 8 (CS8) - Housing Mix and Affordable Housing Provision states:

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.

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 serviced by making provision elsewhere.

We note from the planning application the development consists of 100% affordable housing for rent, shared ownership and sale. The delivery of affordable housing at this level is acceptable, offering a number of different affordable tenure options, and exceeds Council policy. Housing Services fully supports the development as it will assist in addressing an identified affordable housing need and also extend an existing community.

Based on the findings of the SHMA 2012 and the need to address housing demand issues likely to arise from the introduction of Welfare Reform changes, a high priority will be accorded to the delivery of smaller houses and bungalows. At a borough wide level this equates to a split of 91% smaller 1/2 bedroom properties and 9% larger 3+ bedroom properties.

The property sizes proposed on this site equates to 83% 2 bedroom and 17% 3 bedroom properties. This is considered acceptable and will assist in the achievement of sustainable, mixed communities.

Space standards - the Council would expect all affordable housing units to comply with Homes and Communities Agency space/quality standards.

#### The Environment Agency

##### Surface Water Disposal

As the site lies within flood zone 1 and the information submitted with the application indicates that the surface water drainage will be directed to the public sewerage system, the Environment Agency has no objections to the proposals but would like to provide the following advice:

##### Advice to LPA/applicant

Surface water run-off should be controlled as near to its source as possible through a sustainable drainage approach to surface water management (SUDS). SUDS are an approach to managing surface water run-off which seeks to mimic natural drainage systems and retain water on or near the site as opposed to traditional drainage approaches which involve piping water off site as quickly as possible. SUDS involve a range of techniques including soakaways, infiltration trenches, permeable pavements, grassed swales, green roofs, ponds and wetlands. SUDS offer significant advantages over conventional piped drainage systems in reducing flood risk by attenuating the rate and quantity of surface water run-off from a site, promoting groundwater recharge absorbing diffuse pollutants and improving water quality. Ponds, reed beds and seasonally flooded grasslands can be particularly attractive features within public open spaces.

The variety of SUDS techniques available means that virtually any development should be able to include a scheme based around these principles and provide multiple benefits, reducing costs and maintenance needs.

Support for the use of SUDS approach to ensuring development does not increase flood risk elsewhere is set out in paragraph 103 of the National Planning Policy Framework.

##### Disposal of Foul Sewage

An acceptable method of foul drainage disposal would be connection to the foul sewer. The Sewerage Undertaker should be consulted by the Local Planning Authority and be requested to demonstrate that the sewerage and sewage disposal systems serving the development have sufficient capacity to accommodate the additional flows, generated as a result of the development, without causing pollution.

#### Private Sector Housing

The Private Sector Housing Divisions has no comments or objections to make on this application

## **PUBLICITY**

6. Neighbours were notified and comments are summarised below:-

### Mrs Mary Andrews, 33 Middleton Walk Stockton-on-Tees

Supports the scheme having waited for 7 years to gain a pleasant outlook from their property and hope it can merge as one with the Ewbank Estate. We hope that any further developments are undertaken sympathetically and take into account residents wishes.

### Signet Planning on Behalf of Aldi Stores, 104 Yarm Lane

The existing Aldi store is not shown on the proposed site plan nor the landscape masterplan. This really should be included as the plans are incomplete and misleading without it. Consideration needs to be given to surrounding existing uses to ensure there is no future conflict, in particular, any complaint from future residents regarding any aspect of Aldi's operation.

The loading area of the food store is to the east of the store adjacent to proposed units 112 to 117. The rear gardens of the units abut the site with the landscape plan showing a 1800 high timber, close boarded fence as the boundary treatment. The council's consideration of the application must ensure the two uses can co-exist without conflict. The store currently has no restrictions regarding delivery times. An HGV delivery takes 20 minutes to complete so 2 HGV deliveries in any 24 hour period is only 40 minutes. Consideration should be given to the boundary treatment being an acoustic fence in this area. Can this be brought to the attention of the applicant and the plans amended to reflect this? Also, amendment of the plans to show the existing food store.

I understand there are other amendments to be made the scheme and a further 21 day consultation period will follow. I will review and comment further at that time.

### Mark Burdon, 100 Yarm Lane Stockton-on-Tees

The Council car park behind our property is full during the week due to local office parking and town centre workers being displaced by parking charges. The old M & D Club site on the corner of Buchanan Street and Worthing Street (incorrectly positioned on site location) is used as an overflow car park.

As the entrance to Lawson Street and Birchtree Health Centre (also incorrectly positioned) is not obvious (access off Hartington Road) cars are regularly left on double yellow lines on Webster Street or just blocking in cars on the car park especially by methodone replacement users.

Buchanan Street is used as an overflow car park often double parked making the street single file and blocking it for HGVs. Due to the proximity of buildings Buchanan Street cannot be widened any further. This "bottle-necks" at busy times as people try to turn right onto Yarm Lane across 4 lanes of traffic - we regularly see accidents here. This is happening before an increase of traffic due to development.

Currently visitors to our showroom and Stockton Timber struggle to find parking during the day. By taking away the M and D overflow parking and I assume double yellow lining Buchanan Street to maintain 2 way traffic our customers will have nowhere to park therefore we will have no one to do business with. We have pictures to support the regular parking issues.

### Mike Holmes, Linthorpe Carpets 94 Yarm Lane

Looking at the plans for this development it appears that parking for businesses and their customers nearby will be reduced. What proposals does the Council have for addressing this? Any further reduction in parking spaces, or increased parking restrictions will have a negative impact on businesses in the area.



My retail business has traded from 94 Yarm Lane for 35 years, my customers already have difficulty finding somewhere to park within a reasonable distance of my shop. Other businesses in the area have the same problem.

The proposal in it's current form will result in the loss of parking facilities at the approach to the Health Centre off Hartington Road, and the old M and D Club car park on Buchanan Street.

I suggest the Council ask the developer to omit plots 112 - 117 from their plans and dedicate this land as a public car park.

This will go some way to assisting the businesses to trade successfully. It is in the interests of the Local Authority to help to sustain vibrant commercial activity.

#### Arran Foxx Residential Lettings

We have been made aware of the development plans of the car parks which we oppose. Our concerns are outlined below:

Due to the nature of our business a tenant or landlord can contact us with an emergency which we need to attend instantly. If we did not have access to our vehicles quickly we would be unable to respond to an emergency on time which could carry large consequences as a result

Regular access to our vehicles on a daily basis to carry out viewings and appointments is an essential part of the job, if we have to walk large distances regularly this will consume a great deal of time making work extremely difficult resulting in lost business

Customers whom come in with queries, complaints and applications etc will not have any parking facilities again resulting in loss of business

Contractors whom carry out regular maintenance on our property and properties we manage will have no parking facilities making it extremely difficult when access to their vehicles is needed regularly for tools/equipment etc.

The development will also affect surrounding business, their employees and their customers. We hope this feedback is useful in relation to revoking any planning permission to develop these sites.

#### Dovecot Surgery

We will not be able to send a representative to a meeting however this practice has the same concerns as other small businesses. Whilst it is good to have additional local patients to potentially register with the practice, there have been on-going problems with parking in the locality which may have deterred other wider Stockton area patients from registering with us. That point is difficult to quantify, however we have an active patient participation group and parking is raised a problem on a regular basis. We also conduct regular patient surveys and again the issue of difficulty with parking remains a constant feature. You may refer to this information if it helps.

**ADVERT EXPIRY DATE:** 21 March 2013

**SITE NOTICE EXPIRY DATE:** 21 March 2013

#### PLANNING POLICY

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

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

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.

***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.

***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.
7. Further guidance will be set out in a new Supplementary Planning Document.

### **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. 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.
3. 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.
4. 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.
5. 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.
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

### **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.
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***

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.

***Saved Policy HO3 of the adopted Stockton on Tees Local Plan***

8. 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.

**MATERIAL PLANNING CONSIDERATIONS**

### ***Principle of Development***

9. The application relates to a housing regeneration scheme on a brownfield site, within the core urban area of Stockton and within the defined limits for development. As such, the general principle of the development accords with;  
Core Strategy Policy CS1(2) which indicates that priority will be given to previously developed land in the Core Area to meet the Borough's housing requirement;  
Core Strategy Policy CS1(4) which supports the completion of the Parkfield neighbourhood regeneration project;  
Saved Local Plan Policy HO3 which supports new housing development within the limits of development (subject to more detailed criteria).  
Core Strategy Policy CS7(1) which highlights a priority for housing in the Core Area and for 75% of dwelling completions to be on brownfield land;

### ***Housing provision***

10. The application is made by a social housing provider and as such, it is expected that all properties will be affordable. Notwithstanding this, any developer could build out the site and in order to ensure the scheme complies with Core Strategy Policy CS8(5) a condition is recommended which will ensure a minimum of 20% of the housing to be affordable.
11. The properties being proposed include a mix of 2, 3 and 4 bed units in a mix of detached, semi detached and terraced units and include houses, apartments and bungalows. The overall scheme including its open space and the surrounding highway network achieves an overall density of 30 dwellings per hectare. The proposal is therefore considered to accord with Core Strategy Policy CS8 (2 & 3) which require a balanced mix of housing including bungalows to be provided and an average density of between 30 and 50dph to be achieved.
12. The Head of Housing has considered the scheme and advised that there is an annual affordable housing need of 560 units in the borough with the majority being for smaller properties. The mix of housing sizes within the site is considered by the Head of Housing to be appropriate.

### ***Site Layout including amenity***

13. The site is laid out utilising parts of the existing roads and the layout has had to take into account any services, other road connections and surrounding properties. The design of the site has applied Home Zone principles which results in steps and raised sections in the highway and changes in surface treatments. There is a central green space within the site which is surrounded by highway and which is overlooked by a number of properties.
14. Properties front onto the existing streets and in some instances which have existing properties on their opposing sides, (Dovecot Street, Buchannan Street, Tarring Street) thereby retaining the former street character in these areas. Some of the proposed properties also front onto both sides of the remaining / new highways within the site, including the highway which leads from Hartington Road. This provides extended views and vistas from various points within the site. This arrangement should allow easy passage through the estate and clearly define the road hierarchy that would exist.
15. Properties back onto the existing rear lane to Hartington Road and this will continue the 'back lane' function of this section of highway although with a greater width and effective footways which will make it more pedestrian friendly and a notable improvement to the current situation. The exception to properties fronting onto highways is along St Bernard Road where a small number of properties would present their side elevations and rear garden boundaries along the roadside. This will allow for a sense of enclosure to be provided for existing residents of St Bernard Road and for greening opportunities to improve the street scene which includes a walkway between units 40 – 47.

16. In respect to spacing of properties and provisions for privacy, the layout generally achieves 21m between opposing principle elevations although this is marginally compromised for a small number of properties. Main elevation to side elevations generally achieve 11m separation and the layout has generally avoided a direct back to back relationship between properties with the majority being at right angles to those to the rear. All properties have front and rear gardens, of varying sizes (majority being between 8m and 10m). Those that are less than 8m in depth tend to have a greater width and thereby retain adequate private amenity space. Garden areas to the three blocks of 4no. apartments are slightly more limited. It is considered that an adequate level of privacy and amenity can be achieved.
17. The previous layout of this housing area was that of terraces of properties with front elevations abutting the pavement and rear yards / back lane arrangements with no green space. The proposal reduces the overall number of properties within the site, has introduced in-curtilage parking for properties as well as visitor parking, provided a central area of open space and greenery throughout through the provision of front gardens and communal green space.
18. The Police Architectural Liaison Officer (ALO) has considered the submitted information and indicated that there were a considerable amount of crimes within this area in the past 12 months which is assumed to be a reflection of the partially demolished housing area and more opportunities therefore being available for such behaviour to occur. The ALO has highlighted the importance of designing out crime which the applicant has taken account of in the latest site layout. The ALO has made specific comments on the scheme as follows;  
Access and movement routes appear to be well laid out, and street lighting should support this;  
In curtilage parking is provided and overlooked in the majority of instances;  
End gables are provided with windows to increase overlooking of public areas and parking;  
The scheme provides good natural surveillance for all areas;  
These matters should reduce the fear of crime.  
The ALO further advises in relation to tree and shrub cover, ownership matters, meter box positions, door sets, boundary treatments etc with the intention to appropriately specify details which achieve secure by design principles.
19. A notable amount of the matters raised are relatively detailed and lack of their provision would not justify refusal of the application, however, the scheme has taken on board some key points relating to the position of driveways, natural surveillance etc. The applicant has been made aware of the remaining matters which they could factor in during the build process of the development.

### ***Design and Appearance of Properties***

20. The properties are relatively functional in their appearance which is consistent with the wider housing area although feature details have been included such as timber clad gable peaks to the front of properties, render panels, soldier course brick works beneath windows, part inset elevations, projecting canopies etc. These are considered to be practical features which assist in clearly defining the properties as being new additions to the area yet which allow a simplistic appearance to be provided and one which does not look entirely 'standard' for new housing, thereby allowing it to fit with its surroundings. All properties are either single or two storey and in view of the surrounding development being mainly 2 or 3 storey, the proposed scheme will be slightly subservient to its surroundings. The only area of notable contrast in scale is where the development adjoins the sites of the Telephone Exchange and the Health Centre, however, in view of the spacing between existing and proposed properties, it is considered there would not be an overbearing impact to a degree which would warrant refusal.

21. The Head of Technical Services considers that the scale and massing of the proposed development is acceptable given the context of the site and that it is encouraging to note the use of contemporary architectural styling and materials for the proposed housing types and although this differs somewhat from the surrounding terraced properties the choice of materials together with scale of the houses will serve to integrate the development with its surroundings whilst providing a distinct character.
22. The Head of Technical Services has noted a number of side gables facing onto streets at corner positions, suggesting these should not be blank elevations but should incorporate windows within them. The submitted elevations and floor plans detail two windows within the majority of side elevations in such positions, one at ground floor (dining area) and one at first floor (landing). Whilst properties could make a greater effort to have an active façade's in such positions, a number of these elevations would be within close proximity to front elevations of other properties and larger windows in these positions would be likely to have significant overlooking impacts between properties. The proposed arrangement is therefore considered to be acceptable in this regard.
23. The Head of Technical Services has recommended that a quality of materials will be required to ensure a sense of place is achieved with the layout proposed and a condition is recommended accordingly.

#### ***Highway Related Matters***

24. The proposal aims to retain existing streets and add additional sections of highway. The overall number of properties within the site has substantially reduced from the former position whilst properties have off street parking provided and the appropriate ratio in order to comply with the council's standards.
25. The Head of Technical Service has advised that the site layout has been designed based on Home Zone principles with shared surfaces and features to minimise vehicular speeds. Further suggestion is that road widths are appropriate along with raised sections of road and change in materials.
26. The Head of Technical Services has recommended that;  
Visibility on bends should be maintained with no obstruction or planting above 600mm.  
To balance the flow of highway trips Buchanan Street should be reverted to two-way traffic to allow access and egress from the development site from Yarm Lane (Via TRO condition).  
Swept paths and bin stands have been demonstrated (subject to limitation),  
Suitable parking provision has been provided,  
The need for a S278 Agreement  
Conditions have been recommended to address these matters.
27. Concern has been raised from occupiers of businesses on Yarm Lane and the adjacent health centre in respect to parking and traffic. It is indicated that the existing operational car park to the rear of 100 Yarm Lane (outwith the site) is full during the week and that there is a notable amount of parking taking place in the area to be redeveloped, circumstances which have been witnessed during site visits. It is indicated that parking frequently occurs on the double yellow lines along Webster Street, or left blocking other cars within the car park, indicating these are associated with users of the Health Centre. It is further indicated that double parking occurs on Buchanan Street effectively making it a single lane and obstructing HGV's etc. Traffic is indicated as backing up here as it tries to turn right into Yarm Lane due to there being a need to cross 4 lanes of traffic. It is indicated that accidents have been witnessed here. The concern is that the increase in traffic from the development and the removal of the car park associated with the former M&D club, that



customers to businesses here (Stockton Timber, Linthorpe Carpets and others) will have no where to park and the scheme will therefore affect businesses in the area.

28. The development would necessitate some works to the junction of Buchanan Street and Yarm Lane which would improve access into and egress out of the site. Notwithstanding the concerns raised above, the Head of Technical Services, considers that these works are required. The car park of the former M&D Club was not a public car park and the club has been acquired to form part of the Parkfield housing regeneration scheme. The intermediate time between the demolition of buildings and the application being submitted has seen indiscriminate parking in the area increase significantly whilst objectors indicate that they and their customers have had the use of the former M&D club car park for many years with their agreement. The comments received also indicate that the Council car park behind their property on Yarm Lane is full during the week due to local office parking and town centre workers being displaced by parking charges elsewhere.
29. The comments suggest that the developer omits plots 112 - 117 from their plans and dedicate this land as a public car park in order to go some way to assisting the businesses to trade successfully which they indicate is in the interests of the Local Authority to help to sustain vibrant commercial activity. Clearly it is in the interests of the Council to maintain viability of commercial premises and assist them where possible, however, the car park associated with the former M & D Club was not a public car park and has been acquired for the purpose of the residential redevelopment scheme. As such, the suggested remedy could not reasonably be insisted on through the determination of this application. Notwithstanding this, officers in Technical Services and Housing have been made aware of these comments and have further considered ways to assist parking provisions in the area separately to this application. The Head of Technical Services has indicated that, in terms of meeting the requirements of local businesses, the existing and future provision of car parking has been considered and this will be monitored as development progresses (should it be approved). It is likely that short stay car parking can be accommodated along with provision of restrictions to ensure a turnover that will satisfy customers accessing businesses in the area. Further to this, some long stay unrestricted parking can be accommodated on street and the Council has committed to working with the businesses in the area to provide parking where possible. The Head of Technical Services has advised that at this stage no land is available for an off street unrestricted long stay car park.

### ***Landscape Provision***

30. The Head of Technical Services has advised that the scheme provides active frontages, shared surfaces, varied paving materials, planting and traffic calming measures creating a safe and pleasant mixed use streetscape. The Head of Technical Services has suggested that hard surfacing materials be conditioned, highlighting the need for these to be carefully detailed. A scheme of boundary treatments is shown in some detail although further details are required and a condition is recommended accordingly.
31. The Head of Technical Services has requested further details be required for the development of the open space to the centre of the site and soft landscaping to fully understand its development. A condition has been recommended to address this matter.

### ***Other Matters***

32. The proposal relates to a housing regeneration scheme where fewer properties are being developed than have been demolished and where the proposed layout provides front and rear gardens for future occupiers as well as some communal green space. Whilst contributions towards open space, recreation and landscaping are normally required for housing schemes under Core Strategy Policy CS11, in view of the scheme being a replacement for the demolished properties it is considered that, as there is a reduced

demand to that previous, and that the scheme makes some provisions in its own right, it would not be appropriate to require additional contributions to be made.

33. The Councils Environmental Health Team have raised no objections to the scheme subject to conditions being imposed in respect to no open burning of waste on the construction site, limiting construction working hours and a precautionary condition relating to unexpected land contamination. In view of the sites proximity to other residential properties and it being a brownfield redevelopment site, these conditions are considered to be relevant and necessary. Conditions are recommended accordingly.
34. The Environment Agency have made reference to SUDS schemes and the desirability of using these and suggested that disposal of foul water should be via the sewer in agreement with the statutory undertaker. The Head of Technical Services has indicated that no objections are raised to the proposed development which will result in an overall reduction of hard surfacing. The Flood Risk Assessment submitted indicates the site being unsuitable for sustainable drainage due to the soakage potential for the ground although indicated that drives could be provided with channel gullies which discharge into planting bed areas within the property curtilages. A condition is recommended to require agreement to hard surfacing works.
35. One letter of support has been received welcoming the regeneration of the area and hope that it is undertaken sympathetically.
36. Northern Gas Networks (NGN) have advised that they have no objection to the scheme although there may be apparatus in the area which are at risk during construction. An informative is recommended suggesting the developer gains early contact with NGN.
37. Northumbrian Water (NW) have advised that they have apparatus in the area which may be at risk during construction. An informative is recommended suggesting the developer gains early contact with NW.
38. Current Core Strategy Development Plan Policy CS3 requires 10% renewables and properties to be built to Code 4 standards. Conditions have been recommended to achieve this.
39. Permitted development rights are often removed from housing sites, particularly where they are relatively dense. However, consideration is given to the site being developed by a social housing landlord, to the reasonably well sized gardens provided and to there being an existing hierarchy of boundary treatments being provided which already allow for brick walls to be provided at key places. In view of these matters, it is considered further long term controls are not required in this instance.
40. The site is relatively flat and level with adjoining uses. As such it is considered unnecessary to require levels details to be approved as part of the submission.
41. Plots 112 – 117 back onto the service yard associated with Aldi. The agent for Aldi has indicated there being a need to prevent future conflict between existing and future uses, in particular, any complaint from future residents regarding any aspect of Aldi's operation. Whilst the servicing arrangements for Aldi are expected to be relatively limited, it is considered that fencing to the rear of these properties should be of an acoustic nature in order to limit the potential for uncontrolled impacts to future residents. A condition is recommended accordingly. The nature of the boundary between the side of plot 117 and the adjacent commercial property would benefit from being open to prevent an enclosed alley way being created. A condition is recommended to allow further consideration of this matter in detail.

## **CONCLUSION**

42. The proposed housing regeneration scheme is considered to be in accordance with the provisions of the Core Strategy in relation to the principle of new housing development within the core urban area, being on a brownfield site, being within the limits of development, including the provision of affordable housing and the provision of a range of housing which includes bungalows.
43. The scheme provides a density and scale of development which is in keeping with its surroundings, is of a design and appearance that will fit with and enhance the immediate site and immediate area and will introduce green space into an area where there was previously none. Adequate access, parking and vehicle manoeuvring has been demonstrated along with suitable pedestrian routes being detailed. It is considered that there will be no undue impacts on the privacy and amenity of nearby residents and that adequate amenity and privacy will be provided for the future occupiers of properties.
44. It is recommended that the application be Approved with Conditions for the reasons specified above.

**Corporate Director of Development and Neighbourhood Services**  
**Contact Officer Mr Andrew Glossop Telephone No 01642 527796**

## **WARD AND WARD COUNCILLORS**

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

## **IMPLICATIONS**

### Financial & Legal Implications:

The site forms part of the Parkfield housing regeneration scheme and the site is currently within the Councils ownership and associated responsibilities. The site is intended to be sold to the applicant to undertake the development as a private development.

### Environmental Implications:

The proposed development is considered to be of a suitable scale / use and have a suitable layout to prevent any significant undue impacts on the occupiers of neighbouring properties or their occupiers. Conditions are imposed to control some of the impacts of the construction phase of the development and besides these impacts, there are no known environmental impacts that would unduly affect the environment.

### Human Rights Implications:

The provisions of the European Convention of Human Rights 1950 have been taken into account in the preparation of this report. Consultees and neighbour comments have all been taken into account as has the impact on existing residents and their associated rights. It is considered that there are no known impacts that would fundamentally affect people's Human Rights.

### Community Safety Implications:

The provisions of Section 17 of the Crime and Disorder Act 1998 have been taken into account in the preparation of this report. The need for a safe and secure environment has been considered and the benefits achieved through the careful consideration of the site layout. There are no significant community safety implications as a result of this proposal which achieves, good natural surveillance over most areas.

Background Papers:

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