

DELEGATED

AGENDA NO

PLANNING COMMITTEE

DATE 18 DECEMBER 2013

REPORT OF CORPORATE DIRECTOR,
DEVELOPMENT AND NEIGHBOURHOOD
SERVICES

13/2487/REM

Morley Carr, Allerton Balk, Yarm

Application for reserved matters approval (appearance, landscaping, layout and scale) for the erection of 350.no dwellings, provision of associated open space, recreational/community facilities and landscaping.

Expiry Date: 3 January 2014

SUMMARY

Outline planning consent was granted in 2012 for a residential led development, with associated community facilities at Morley Carr Farm, Yarm (12/0980/OUT). The principle of the development has therefore been established; all matters were reserved except for access as part of the original approval.

This application is a reserved matters application for the appearance, landscaping, layout and scale for the erection of 350.no dwellings, provision of associated open space recreational/community facilities and landscaping.

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

RECOMMENDATION

That planning application 13/2487/REM be approved subject to the following conditions and informatives:

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

*Plan Reference Number Date on Plan
To be agreed*

Reason: To define the consent.

02. *Notwithstanding the submitted landscaping details, a scheme for the soft landscaping works to the gas main easement and the Suds Basin shall be submitted to and approved in writing by the Local Planning Authority. This will be a detailed planting plan and specification of works indicating soil depths, plant species, numbers, densities, locations inter relationship of plants, stock size and type, grass, and planting methods including*

construction techniques for pits in hard surfacing and root barriers. All works shall be in accordance with the approved plans. All existing or proposed utility services that may influence proposed tree planting shall be indicated on the planting plan. The scheme shall be completed unless otherwise agreed with the LPA in writing in the first planting season following commencement of the development or agreed phases and the scheme completed to the satisfaction of the Local Planning Authority.

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

03. Notwithstanding the submitted details, prior to the commencement of the development hereby approved precise details of the provision of the bowling green area shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the approved details shall be completed in accordance with an agreed programme and to the satisfaction on the Local Planning Authority unless otherwise agreed in writing by the Local Planning Authority.

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

04. Notwithstanding the submitted details, prior to the commencement of the development hereby approved precise details of the formation, operating capacity and discharge control/flows of the Suds Basin shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the approved details shall be completed in accordance with an agreed programme and to the satisfaction on the Local Planning Authority unless otherwise agreed in writing by the Local Planning Authority.

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

05. Notwithstanding the submitted details in the application the external walls and roofs shall not be commenced until precise details of the materials to be used in the construction of the external walls and roofs of the building(s) have been approved in writing by the Local Planning Authority.

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

INFORMATIVE OF REASON FOR PLANNING APPROVAL

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

BACKGROUND

1. This is a reserved matters application for residential development comprising 350 dwellings. The principle of the development has been established by the Outline planning permission and this application is purely concerned with the Reserved Matters details required to be submitted for approval.

2. The outline application was accompanied by a Design and Access Statement and Illustrative Masterplan which set out the concepts and proposals for the development of the site and provides a basis for the determination of future reserved matters applications. A condition attached to the planning permission requires these details to be broadly in accordance with the Design and Access

Statement and Illustrative Masterplan. The development of the design of the housing scheme has taken place against the backdrop of the overall approved masterplan for the site.

SITE AND SURROUNDINGS

3. The land at Morley Carr Farm consists of a farmhouse, associated agricultural buildings and open arable fields. The site extends to approximately 22 hectares and lies immediately to the west of the defined urban area of Yarm. The site abuts the B1264 (Thirsk Road) to the south, the B1265 (Allerton Balk) to the east with Worsall Road to the north. To the west of the site lies agricultural land with associated agricultural buildings.

4. The immediate built surroundings are predominantly residential in nature with a mixture of detached and semi-detached 2 storey dwellings and single storey bungalows arranged in a typical suburban layout arranged around a hierarchy of residential roads. A number of large individual detached houses including Field House Farm a Grade II Listed Building are situated to the north east. (See Appendix 1 – Site Location Plan).

PROPOSAL

5. The application seeks a reserved matters approval for a mixed residential scheme comprising of 350 dwellings, together with a bowling green and club house; open space; drainage pond (SUDs Basin), kick about area and play facilities.

6. A plan and schedule of residential accommodation and floor plans/elevations for each dwellings type are submitted with this application. On the 22.18 hectare site there are some 18 individual house designs proposed with car parking spaces made up of parking courts, driveways and garages.

7. The development has a number of locations for both vehicular and pedestrian access: -
- A new roundabout is to be introduced to Allerton Balk which aligns with Everingham Road, a main route towards the town. Two further vehicular access points from Allerton Balk, which along with the above, all link into the on-site 'Avenue', a spine road which enables a legible route within the on-site road hierarchy. The 'Avenue' also enables access from Green Lane and the sites vehicular access points into the development promotes permeable movement in and around the site.

8. In addition to the above access points, including pedestrian footways, a network of perimeter footpaths enables further links into the site and the opportunity to move around within the development. These footpaths offer ease of pedestrian access and being set within 'green corridors' provide amenity for residents and visitors to walk within the site.

9. To the sites perimeter, and where achievable internally, the existing hedgerows and field boundary structure has been retained.

10. To reinforce the concept of the 'Avenue', the road is linear and set within tree lined verge and the footway is set back from the road edge. At each intersection of the site roads to the Avenue is a change in surface treatment for both aesthetic and traffic calming purposes. The dwelling frontages are orientated to provide a high level of natural passive surveillance to the streets and spaces with clear definition between the public and private realm.

11. The proposed development ranges over a small element of single storey through to predominantly 2 storey dwellings. In the interests of variation to eaves and ridge heights there is also an element of 2½ storey dwellings, as 'rooms in the roof'.

12. The palette of materials has been chosen to give the proposals a cohesive feel with a mix of house styles. The choice of materials and detail design are intended to reflect the appearance of traditional dwellings within the surrounding context. Artstone cills with brick heads further reflect the local vernacular. The use of dark grey and variegated red roof tiles, assists the definition of building groups within the development, and adds variety and interest to the streetscape.

13. The front gardens to the dwellings are established as privacy zones, and subject to the dwelling location, will comprise of a range of enclosures, ranging from railings to open planted front gardens, related to the on-site hierarchy of the roads.

14. Existing key landscape features such as the hedgerows which define the field boundaries within the site and to the boundaries, have been largely retained, and enhanced to form a 'green infrastructure'. This 'green infrastructure' links into the open space which offers amenity opportunities for the future residents. The development also proposes a number of areas of public open space and greenspace including an equipped play area which provides opportunities for play to the younger children and toddlers and a Bowling Green and clubhouse is also provided.

15. The engineering of the site introduces a new SUDS pond to assist with the attenuation of the surface and ground water run-off, in the interests of not surcharging the local surface water drainage.

16. A sample of the elevational treatment is shown in Appendix 2.

CONSULTATIONS

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

Head of Technical Services

General Summary

The information received on the updated plans and other documents is considered acceptable to address any concerns previously raised.

Highways Comments

The previous report noted that there are no highway objections to the general principles of the layout but some amendments would be required to ensure the proposals accord with the Council's Design Guide and parking standards.

A revised planning layout has been submitted and this report provides additional feedback on the proposals.

Vehicular Access

The vehicular access into the site was considered at outline stage. The main access is a roundabout at the existing Allerton Balk / Everingham Road junction with two further access locations forming priority junctions with Allerton Balk and a priority junction to the south with Green Lane. At the roundabout two pedestrian crossing points are provided on Allerton Balk. These crossings must be connected to the footway on both sides of the crossing.

Pedestrian Access

In addition to the pedestrian connection to Everingham Road, the outline application proposed pedestrian connections from at all junctions. These connections will be implemented as part of the Section 278 Agreement with the Highway Authority for the junction works on the adopted highway. Any off-site highway works that are required, including footway improvements, are detailed within

the Section 106 Agreement for the outline planning application (12/0980/OUT) and must be implemented as agreed. The Section 106 Agreement required the development to provide a footway / cycleway between the site and Yarm Station. This included the provision of a pedestrian refuge on Allerton Balk (just north of the junction with Green Lane) and the layout plan has been amended to show the internal footway / cycleway connecting with this external link.

An application for residential development on the Tall Trees development to the south of the B1264 is currently being considered by the Highway Authority. A requirement of the Tall Trees development would be to provide connections into neighbouring areas to provide safe routes to schools and other community facilities. It is proposed that this would incorporate a pedestrian crossing of the B1264 to connect the residential developments and the crossing would be located to the west of the southern access into this site. This facility would be provided by the Tall Trees development to the south but would need to connect into this site to promote sustainable connections between the neighbouring communities. The updated planning layout acknowledges this potential connection which would provide a link across the B1264 at a suitable location on the southern boundary of this site.

Internal Road Layout

The development should be designed and constructed in accordance with the Councils Design Guide and Specification (Residential and Industrial Estates Development) current edition.

The layout includes different route hierarchies with lower hierarchy routes designed based on home zone principles featuring shared surfaces. On the primary routes areas of block paving are proposed and the revised landscape masterplan shows that these would be raised areas and this is acceptable. Raised tables provide the necessary traffic calming features and provide facilities for pedestrians to cross. Whilst raised tables are acceptable to the Highway Authority bus operators are unlikely to use any road that has speed tables and this would prevent bus penetration of this site at a later date.

The previous comments noted that the landscape masterplan key indicated shared surface areas but not all were illustrated as such on the plan. These included the following access roads:

- Plots 154 and 162;
- Plots 233 to 255;
- Plots 269 to 281;
- Plots 22 to 31; and
- Plots 5 to 11

The applicant has noted that this approach has been applied to break up the surface treatments so some shared surfaces would be blockwork and others would be tarmac links. This approach is acceptable but some of the tarmac areas are quite long, for example the access road to plots 233 to 255, and it is recommended that the turning head on this road could be blockwork to link into the strategy on the wider site (see for example the access road to plots 199 to 214).

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 SBC Design Guide recommends a carriageway width of 4.1m within shared surface areas and this has been achieved within the development layout.

Some shared surface areas are shown to commence at junctions and measures are required to demarcate the footway from the road crossing for pedestrians. Different surface materials are indicated throughout the development to aid pedestrian movement and differentiate between pedestrian areas and vehicle areas.

It was not clear from the plan initially provided if all roads are to become adopted highway or whether some routes would form private access roads. A highway adoption plan has been provided for consideration and is being reviewed by the highway adoption team. An initial review of

the plan shows that the internal recreational footways / cycleways are not to be adopted and some footways that provide access to properties are not to become adopted highway (for example the footway serving plots 333 to 348). Areas not adopted will be maintained by a management company. The applicant will need to enter into a Section 38 Agreement for the highway and footpaths which are to become highway maintainable at the public expense.

In accordance with the SBC Design Guide, no more than 5 properties may be served from a private access and the road must be no longer than 25m. The adoption plan provided shows that the private driveways serving plots 155 to 158, plots 136 to 139 and plots 165 to 167 exceed 25m. Residents should not be required to carry waste / pull their bins more than 30m for collection from the adopted highway. Some of the plots located on the private driveways are located more than 30m from the adopted highway and therefore bin collection points have been provided on the driveways at a suitable location within 30m of the public highway.

The majority of routes that are not through-routes have large turning heads to allow a refuse vehicle to turn. However, auto-tracking of some areas was requested to confirm a vehicle can turn and exit the route in forward gear. This was particularly an issue for the route serving plots 261–266 and 331–335. Auto tracking was provided for the route serving plots 261 and the plan showed that the vehicle would need to use the private driveway for plots 262 and 264 to turn within the road. The plan has subsequently been amended to extend the highway to provide sufficient space for a large vehicle to turn. Similarly, tracking for plots 331 to 335 showed the vehicle crossing the landscaped area in front of plot 332 and this has now been reverted to highway to provide sufficient space for the vehicle manoeuvre.

The landscape plan shows trees located within the highway verges and visibility splay of some junctions within the site. It is understood that the applicant wishes the Council to adopt the highway in terms of road and the adjacent footpaths with the verge remaining part of the wider green open space. This is confirmed in the adoption plan. This suggestion is of concern to the Local Highway Authority (LHA) and further consideration must be given to the proposal before the LHA would consider adoption:

- The verges must be maintained by the wider management company and not transferred to the individual house owners;
- The vehicular crossings over the verge must also remain part of the open space maintained by the third party;
- Details of how the management of these areas would be undertaken in perpetuity. Such management will include how car parking on the verges would be controlled and any reinstatement undertaken
- Utility service providers may reasonably assume that the verge is adopted highway. A mechanism for informing the providers needs to be agreed. None currently exists in the LHA. The use of shrub planting and or 'kick rails' may assist in defining the verge as private property.

It must be ensured that all junctions have at least 2.4m by 43m visibility splay and any vegetation or boundary treatment within a drivers visibility splay must be below 0.6m in height. Visibility splays have been provided and in some areas vegetation would be located within the visibility splay (including for example the junction between plots 3 and 43 and plots 45 and 57). As the vegetation within the verge would be the responsibility of a private management company it must be maintained to ensure it does not impede visibility when exiting a driveway or at a junction.

The amendments to the kick about area as discussed in the landscape comments, including setting the kick about area further north away from the B1264 (Green Lane) are deemed acceptable to stop miss-kicked balls entering the highway.

This area would also benefit from a designated footway through this area connecting the properties to the north-west with the proposed footway network through the play facilities / kick-about area. A

connection between plots 278 to 280 to the play areas has now been illustrated on the updated plan.

It was noted that the internal layout was lacking in pedestrian connections to the bowls club from the primary access route. Footways run on both sides of the primary access route but a grass verge separates the footway from the road. A footway connection across the verge has now been incorporated.

Parking Provision

Car parking must be provided in accordance with Supplementary Planning Document 3: Parking Provision for New Developments. Accordingly, the residential parking standards are:

- Five bedroom dwellings – four parking spaces per dwelling;
- Four bedroom dwellings – three parking spaces per dwelling;
- Three and two bedroom dwellings – two parking spaces per dwelling; and
- Social rented dwellings – one space per dwelling.

The layout has been reviewed and the majority of the properties have sufficient space to the front of the property (or a garage) to meet the parking requirements. However, there are some properties where the standards are not met.

For new developments it is recommended that incurtilage parking spaces should be 6m in length to ensure that parked cars do not overhang the footway. In constrained circumstance this may be reduced to 5m. The previous layout showed some of the bays to be less than 5m in length. This has been amended to ensure all bays meet the minimum 5m standard.

Similarly, a garage can only be counted as a parking space if it meets the minimum internal dimensions of 6m x 3m (and 6m x 5.5m for a double garage). All separate garages meet this standard except the double garage shown on plan Y81.829.51 (width is only 5.3m). The dimensions should be revised to meet the requisite standards.

Some of the internal garages are not sufficiently wide to be classified as a parking space. The SBC parking standards clearly state that new garages can only be considered as a car parking space if they have minimum internal dimensions of 6m x 3m. House types 'G' and 'I' for example are four bedroom properties with an internal garage approximately 2.5m wide and 5m in length. As four bedroom properties they must provide three parking spaces and for this property type, the driveway is sized to accommodate just two vehicles. An under-provision of car parking on a new residential development would not be supported. Particularly given that the development features a number of shared surface areas that require car parking to be adequately managed to ensure the principles of the shared surface work effectively. Manual for Streets notes that shared surface streets are likely to work well where parking is controlled or takes place in designated areas. Furthermore, some of these property types are located around junctions or in areas where the presence of neighbouring driveways leaves very little space for vehicles to park on-street. Consequently, the revised layout plan widens the driveways where required to accommodate additional incurtilage parking. This is acceptable and ensures the design is in accordance with the parking standards.

The latest planning layout drawing received on 6/12/13 shows a widened driveway for plot 11 that allows for a revised turning head to the south. This has provided for an increased landscaped buffer on the corner of the site where Allerton Balk meets Green Lane which, together with the 1 metre high metal rail, is deemed acceptable to prevent the creation informal desire line through this area.

The provision of one parking space per affordable unit is acceptable in accordance with the parking standards, providing that sufficient space be provided within the layout to allow the construction of

a second parking space if the tenure of the social rented properties changes in the future. The potential second parking space should be noted to meet the requisite standards.

Some affordable units have already been assigned two parking spaces. Those that have not generally have some visitor parking spaces nearby (e.g. units 333 to 345 (12 units) have 17 parking spaces). However there are some affordable units that only have one space and there is no room within the boundary of the units to construct another space. This will lead to vehicles parking on the highway as there will be no room for a second car or visitors to park. Many of these properties are located on secondary routes with shared surfaces. Such a home zone style layout relies on car parking being efficiently accommodated within the layout to minimise conflict between vehicles and pedestrians/cyclists. The provision of additional visitor car parking spaces to address this deficit needs to be carefully considered within the design. 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 and this would not be acceptable.

This was a particular concern for units 34 – 36 that are located on a junction and have just one space per unit with no nearby visitor bays and no room to construct another curtilage space. An additional visitor bay has been incorporated into the layout providing six spaces for these four properties. Similarly, units 72 and 73 had just one in curtilage space but an additional visitor space has been indicated. Whilst additional allocated parking for each property would be preferable, the proposals are acceptable given the constraints of this area of the site.

The need for vehicles to reverse in residential areas should be minimised to reduce the potential conflict between vehicular and pedestrian movements. The visitor spaces for units 333 – 334 require a vehicle to reverse the full length of the parking court to exit the bays and this would not be acceptable on a shared surface in a residential area. These bays should be relocated.

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 0.6m.

A car park is provided for the bowling green. To encourage sustainable travel it was recommended that cycle parking be provided for staff and visitors to the Bowling Green. There are no specific parking standards for this use but it was recommended that an initial 5 Sheffield stands be provided (providing parking for 10 cycles) and these are indicated on the revised Landscape masterplan.

Highway Summary

In summary, the development layout is acceptable with the proposed hierarchy of routes being appropriate for the scale of this residential layout. Amendments have been made to the layout to ensure plots have sufficient parking in accordance with the Councils parking standards and revisions have been made to the access roads to ensure those that are to be adopted are sufficiently sized to allow a large vehicle to turn and exit in forward gear. On private access roads a provision has been made for a bin collection point to ensure bin collection procedures meet recommended guidelines. Some minor changes to the layout are still recommended in this report and should be implemented but subject to these revisions being made, the Head of Technical Services has no objection to the development proposals.

Landscape & Visual Comments

Following the submission of revised drawings and other information the following revised landscape comments are made:

Masterplan – open space

A revised landscape masterplan, dwg. ref.1459 01 rev E, has been submitted. The Indicative requirements for open space based on the housing mix provided using the PPG 17 Contributions Calculator requires a provision of 1.69 hectares of amenity green space. The landscape masterplan shows the kick about area at 0.6 hectares and the activity area with equipped play at 0.950 hectares. In addition to this there is other open space on the estate consisting of open play space including an 'informal play area', the open space in the north east corner of the site (which is roughly the same size as the kick about area) and green corridor space. It is therefore considered that the 1.69 hectares amenity green space requested has been provided in the masterplan.

Play areas

The new layout has positioned the main play 'Activity Area', which includes for equipped play, at a distance of 30 m from the nearest property and this is deemed an acceptable distance in line with The Fields in Trust Guidance. The area shown for 'Informal play' should not include items for equipped play given its proximity to the housing. The natural play elements located along the informal footpaths could be acceptable subject to detail, although the proximity to some of these to proposed housing should be considered so as to reduce any future nuisance. For example such areas would be best located near the buffer zone planting rather than houses and those in a narrow green corridor near the houses relocated.

The kick about area has now been pulled north into the site to reduce the risk of balls going on to the carriageway and a 30 m buffer from the nearest dwelling has been allowed for. A 10 m wide planted buffer has been provided on the southern and western edges of the kick about area and extended along the southern boundary as far as the Northumbrian Water service easement for the water main permits. A low mound with longer wildflower grassland then continues eastward to provide a further buffer along this boundary facing the B1264 (Green Lane) which, although not as effective as a planted buffer, will provide some protection. The provision of a footpath/cycleway around the kick about area has provided a secondary 'buffer' on this southern edge which will encourage people to play within the kick about area away from the B1264. It is considered that these design amendments will minimise the risks of balls straying on to the B1264 and the design is acceptable subject to detail.

It is understood from the masterplan that details of the bowling green will be forthcoming along with the detailed play area design.

Planting

A revised Planting Strategy, dwg. ref. 1459 02, has been submitted and all the tree sizes of the proposed trees have been amended in line with the comments made in the previous memo. Native trees have been added to the buffer planting on the western edge of the estate which is acceptable. Whilst the plant species selected for the shrubs, trees and hedges and the general sizes and plant spacing's are acceptable, detailed planting plans showing the inter relationship of the plants are required as a condition. Regarding the planting notes a depth of 400mm topsoil is requested rather than the 300mm specified.

It is understood from the plan that planting in the open space located in the north east corner of the site is restricted to preserve the archaeological value of the site. However the planting indicated including that on the north eastern and eastern edges to act as a buffer for the existing housing areas to the east is acceptable.

It is noted on the highway adoption plan that the street trees and verges are not included within the adoption areas. It should be noted that it would be reasonable to assume that service providers will not install apparatus on none adopted areas such as the verges.

Hard Landscaping

The more 'formal' footpaths linking the play areas and open spaces in the southern parts of the site have now been surfaced on the new masterplan with tarmac as requested. Seating and litter bins have been shown on the plan and locations subject to detail are acceptable. As mentioned in the previous memo lighting of the footpath network would be required at a level and design to be approved by the Local Highway Authority. Details of the lighting have not been provided and must be submitted as per the condition attached to the outline application 12/0980/OUT.

Enclosure

A revised Boundary Treatment plan, dwg. ref. MCF:Y:03 Rev A, shows a new metal railing detail (1 m high) that replaces the timber kick rail fence at the frontages of properties. This is an acceptable detail. The use of Close Boarded timber fences (1.8m high) for rear and occasional side boundaries is considered acceptable, as is the brick wall detail (1.8m high) for some side boundaries.

Existing trees

The revised information provided is deemed acceptable but it should be noted that shade issues from the existing tree will increase as the trees grow. The garage nearest the trees should be designed on mini piles.

Sustainable Urban drainage (SUDs)

Details of the Tree planting around the SUD to match its detailed design is still required and a condition should be imposed to ensure planting is carried out alongside the SUD.

Environmental Policy

In contrast with submissions at outline planning stage, the latest documentation refers only to compliance with building Regulations Part L and Code for Sustainable Homes Level 3 whereas Core Strategy Policy 3 (CS3 – Sustainable Living and Climate Change) requires Code for Sustainable homes Level 4 and 10% embedded renewable energy supply.

Details are therefore required as part of this Reserved Matters application on compliance with CS3, in particular Code for Sustainable Homes Level 4 minimum and 10% embedded renewables as stated against prior outline planning application.

Flood Risk Management

The Council supports the use of sustainable drainage systems but further information is required to determine if the SUDS pond/proposed drainage system is sufficient. The applicant must submit full detailed design and calculations showing how the proposed drainage system would perform in a 1 year, 30 year and 100 year storm event and again over the same periods with 30% allowance for climate change. Calculations using WinDes Software (Micro Drainage) are preferred.

Environmental Health Unit

I have no objection in principle to the development, however, I do have some concerns and would recommend the conditions as detailed be imposed on the development should it be approved.

' Open burning

No waste products derived as a result of carrying out the construction hereby approved shall be burned on the site.

' Construction Noise

All construction operations including delivery of materials on site shall be restricted to 8.00 a.m. - 6.00 p.m on weekdays, 9.00 a.m. - 1.00 p.m. on a Saturday and no Sunday or Bank Holiday working.

Possible land contamination

If potential risks are identified an investigation and risk assessment, in addition to any assessment provided with the planning application, must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme are subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. The report of the findings must include:

- (i) a survey of the extent, scale and nature of contamination;
- (ii) an assessment of the potential risks to human health, property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes, adjoining land, groundwater and surface waters, ecological systems, archaeological sites and ancient monuments;
- (iii) an appraisal of remedial options, and proposal of the preferred option(s).

This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

Reporting unexpected land contamination

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken.

Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority.

Site Waste management Plans

No development shall commence within any phase until a site waste management plan for that phase has been submitted to and approved in writing by the Local Planning Authority. The site waste management plan shall be prepared in accordance with Non-statutory guidance for site waste management plans April 2008 [DEFRA]. Thereafter, the site waste management plan shall be updated and implemented in accordance with the approved scheme unless otherwise agreed in writing with the Local Planning Authority.

Northern Gas Networks

No objection and standard mains record shown.

Northumbrian Water Limited

Thank you for consulting Northumbrian Water on the above proposed development.

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

The developer has made a pre-development enquiry to Northumbrian Water which we responded to on 8th March 2012 with our requirements for foul and surface water discharge from the site. The document entitled "Flood Risk Assessment" submitted with the outline planning application ref. 12/0980/OUT states that a foul connection will be made at manhole 0601. It also states that surface water flows will be discharged using SuDS and attenuation, then to a suitable watercourse subject to Environment Agency agreement.

Having assessed the proposed development against the context outlined above, I can confirm that at this stage we would have no comments to make. Northumbrian Water is satisfied that the Flood Risk Assessment reflects our requirements for foul and surface water flows from the site.

National Grid

National Grid has No Objection to the above proposal which is in close proximity to a high-pressure gas pipeline – Feeder 06 Elton to Pickering.

Once the detailed design for the diversion of the gas main is completed and agreed, then the landscaping proposals previously submitted by Taylor Wimpey, shall be reviewed and agreed accordingly.

Spatial Plans Manager

Thank you for consulting the Spatial Planning team on the above application. The principle of development has already been established through the outline planning permission – reference 12/0980/OUT. This application is consistent with the framework provided by the outline planning permission. The Spatial Planning team have no further comments to make.

The Environment Agency

Thank you for referring the above application which we received on 8 October 2013.

We have no comments to make on this application. However, please note the condition and advice set out in our previous letters dated 4 and 9 May 2012 (ref: NA/2012/107855/01-L01 and NA/2012/107855/01-L02) are still applicable.

Tees Archaeology

Thank you for the consultation on this reserved matters application.

I note that the site plan still includes an archaeological exclusion zone around the Iron Age and Romano-British settlement noted in 2012.

I would be grateful if you could accept my earlier comments in relation to this scheme which were submitted through the planning portal in relation to 12/0980/OUT.

Stockton Police Station - Eddie Lincoln

Consideration must be given to applying Secured by Design principles. Good design must be the aim of all those involved in the development process and should be encouraged everywhere. Current government planning policy strongly supports this principle and makes clear that community safety is an integral part of the design agenda.

Designing out crime is controlling space so that users of an area develop a sense of ownership over it and other people are deterred from entering. This is done by:

Controlling access and creating a perception of risk to the offender
Target hardening
Making the most of natural surveillance or observation.

The 7 main good design principles that must be incorporated are:

Access and Movement - Places with well-defined routes, spaces and entrances that provide for convenient movement without compromising security.

Structure - Places that are laid out so that crime is discouraged and different uses do not cause conflict.

Surveillance - Places where all publicly accessible spaces are overlooked.

Ownership - Places that promote a sense of ownership, respect, territorial responsibility and community.

Physical Protection - Places which include necessary, well designed security features.

Activity - Places where the level of human activity is appropriate to the location and creates a reduced risk of crime and a sense of safety at all times.

Management - Places that are designed with management and maintenance in mind to discourage crime in the present and in the future.

Should you wish to apply for Secured by Design certification please complete an application and checklist form, which can be obtained from www.securedbydesign.com Secured by Design SBD New Homes.

Sport England

Thank you for consulting Sport England on the above application.

Sport England does not wish to comment on this particular application.

Private Sector Housing - Mr Dave Dawson

The Private Sector Housing Division has no comments to make on this application but would suggest our colleagues in Housing Strategy are consulted on the application

Head of Housing

I can confirm that Housing Services are satisfied with the developers affordable housing mix proposal.

Durham Tees Valley Airport

No objection however I would like to point out that the location is likely to experience relatively high levels of aircraft noise due to the closeness of the airport.

Ramblers Association

Our observations remain the same as we made at the outline stage.

We thank the council for consulting the Ramblers on the proposed development. We note that FP Yarm 07 (a track) is immediately adjacent to the site's northern boundary. Should the council be minded to give permission for the development we ask that conditions be imposed: to preserve the hedgerow between the site and FP 07; to ensure that the public's use of FP 07 is not interrupted at any time; to provide a convenient alternative should development require temporary closure of FP 07; and to provide access for residents on foot through the northern boundary to allow them and others to conveniently enjoy the nearby rights of way network with all the ensuing benefits to health and wellbeing.

Director of Public Health

Please note that the proposed works does not affect Sabic/Ineos ethylene pipeline apparatus

Health and Safety Executive

HSE has not yet been advised that the pipeline has been modified. In these circumstances HSE would advise against the granting of planning permission for the current application unless it is also subject to the same conditions (nos. 29, 30 and 31.) which were attached to the outline permission.

(See response addressed under material planning considerations section of this report)

PUBLICITY

21. The applicant has undertaken a community consultation exercise prior to the submission of this Reserved Matters application which involved consultation leaflets circulated in the locality of the application site and invited comments on the proposal. Local residents have been individually notified by the Local Planning Authority of the submission of the application and advertised on site and a summary of the comments received are set out below: -

22. 58 letters of objection from residents were received from the following addresses:

22 Worsall Road Yarm; 78 Wetherall Avenue Yarm; 28 Crosswell Park Ingleby Barwick; 592 Yarm Road Eaglescliffe; 14 Winter Close Yarm; 26 Carew Close Yarm; 25 Mount Leven Road Yarm; 14 Wardell Close Yarm; 2 Merlay Close Yarm; 42 Carew Close Yarm; 31 Carew Close Yarm; Grey Close Worsall Road; 45 Knaith Close Yarm; 35 Knaith Close Yarm; 10 Latimer Close Yarm; 60 Knaith Close Yarm; Field House Farm Worsall Road; 49 Knaith Close Yarm; Ash Tree Cottage Worsall Road; 15 Parklands Court Yarm Road; Far End Farm Worsall Road; 17 Atherton Way Yarm; 27 Carew Close Yarm; 22 Davenport Road Yarm; 102 Debruse Avenue Yarm; 68 Debruse Avenue Yarm; 33 Debruse Avenue Yarm; 66 Debruse Avenue Yarm; 50 Debruse Avenue Yarm; 10 Sefton Way Yarm; 58 Debruse Avenue Yarm; 26 Carew Close Yarm; 37 Griffiths Close Yarm; 16 Merlay Close Yarm; 37 Griffiths Close Yarm; 8 Ryedale Close Yarm; 10 The Rigg Yarm; 43 Worsall Road Yarm; 10 Nursery Gardens Yarm; 2 Merlay Close Yarm; 40 Worsall Road Yarm; 20 Merlay Close Yarm; 10 Battersby Close Yarm; 21 St Martins Way Kirklevington; 33 Davenport Road Yarm; 32 Carew Close Yarm; 42 Spitalfields Yarm; 14 Worsall Road Yarm; 34 Carew Close Yarm; 3 Latimer Close; 28 Carew Close Yarm; Meadowdene Green Lane Yarm; 16 Carew Close.

23. The main concerns can be summarised as:

- *Impact on character of Yarm;
- *Increased traffic congestion to unacceptable levels;
- *Inadequate highway infrastructure;
- *Increase in traffic will lead to gridlock;
- *Loss of views;
- *Insufficient capacity at schools, health services and other facilities;
- *Potential for disaster due to close proximity of high pressure gas pipeline;
- *Inadequate community facilities;
- *Increase risk of flooding;
- *Increased noise pollution;
- *Loss of hedgerows;
- *Sufficient brown field land elsewhere in borough;
- *Bats on site;
- *Parking in the High Street;
- *Access Road not suitable for the size of the development;
- *Fumes levels in the High Street;
- *Traffic noise and road safety;
- *No improvement to the sharp corner on the B1265 to the north east of the site;

- *There is poor supermarket/shop provision for this area;
- *Will there be traffic calming measures / monitored 30 mph speed limit introduced along green lane;
- *Congestion in Yarm High Street;
- *SBC using Yarm as their own little cash cow;
- *Access onto ancient green farm access lane result in change to character and conflict between users;
- *Where is the elderly person accommodation, single person accommodation and affordable housing?
- *Lack of consultation and the application should never have been approved;
- *Site should have been removed from SHLAA due to pipeline;
- *Highway modelling is wrong;
- *Too many road junctions;
- *Calculation of the 5 year housing supply must be reviewed and changed immediately;
- *The layout needs redesigning;
- *Concentration of housing along Allerton Balk. Housing is not fairly distributed over the site;.
- *Don't turn us into another Ingleby Barwick
- * Where are the trees, wildflower meadows and play areas?
- *HSE matter not resolved;
- *SUDS missing from scheme;
- *Not enough details for reserved matters application.
- *Increased response times from emergency vehicles
- *Never demonstrate a 5 year housing supply
- *anti-social behaviour/crime

P R Horner & S Mcleavy Acting on behalf of Morley Carr Farm Action Group

With reference to a letter dated 25 November 2013 from National Grid and added to SBC website on 6 December 2013.

Morley Carr Farm Action are requesting that the reserved matters are placed on hold until the detail design for the H.P gas main are completed and visible to the public – Reason for Public Safety.

We are concerned that to date no detail design is completed and agreed so the location of the replacement pipeline is not known or method statement submitted. How can reserved matter progress when a major safety issue is still outstanding?

Please find attached 3 press cuttings which confirm why the residents of Yarm are so concerned on a housing development being approved and the possibility of a high pressure gas main of 30 inch diameter being replaced, what happens to the tie in connections to the existing pipeline, this is a major concern.

SBC only placed the letter from national grid onto the SBC website Friday 6 December 2013 , In the letter it makes reference to a location map enclosed , this has not been added to the website , can you please forward a copy to myself it would be appreciated.

Can you please confirm the easement strip metre age as the proposed houses are very close to the H.P

pipeline, requested for safety reasons.

Morley Carr Farm Action Group are also making reference that as head of planning if an accident does occur in replacing the H.P gas main you will be made accountable for allowing this application to proceed , this is not a threat it is just pointing out the facts.

As an engineer I know first hand that accidents regarding pipelines do happen and the results are not very pleasant as we recently had on site.

Morley Carr Farm Action group cannot understand how the HSE can reduce the limits of the inner zone from 65 metres to 3 metres if the pipeline is upgraded. National grid do increase the metrage called easement.

Please explain how Morley Carr Farm is acceptable under EN38 as we can arrange more than one thousand people onto the proposed walkways etc. – as below – Major Safety Risk.

EN 38 Residential development or development which attracts significant numbers of people, particularly the less mobile, will be permitted in the vicinity of a hazardous installation only where there is no significant threat to the safety of the people involved.

24. One letter of support was received from the following address 56 Hartburn Avenue Stockton-on-Tees which in summary states

*Additional housing within the Yarm area is needed

*Will provide a home for myself and children who currently go to Yarm Primary and allow myself and my partner to move out of our parents home and have a life of our own.

*The majority of people objecting have benefitted from a similar scheme some years ago when the adjacent plot was used for creating housing.

*Objectors more selfishly concerned with diluting the "exclusive status" as Yarm residents than actual traffic concerns.

*The main issue for traffic in Yarm is not the local residents but people driving to Yarm Boys School. If traffic surveys were done during term time and during holidays this would be proven.

PLANNING POLICY

25. 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

26. 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

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

National Planning Policy Framework

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

For decision-taking this means:

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

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

The NPPF also has a number of core planning principles including conserving and enhancing natural environment and conserving heritage assets.

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

1. Accessibility will be improved and transport choice widened, by ensuring that all new development is well serviced by an attractive choice of transport modes, including public transport,

footpaths and cycle routes, fully integrated into existing networks, to provide alternatives to the use of all private vehicles and promote healthier lifestyles.

2. All major development proposals that are likely to generate significant additional journeys will be accompanied by a Transport Assessment in accordance with the 'Guidance on Transport Assessment' (Department for Transport 2007) and the provisions of DfT Circular 02/2007, 'Planning and the Strategic Road Network', and a Travel Plan, in accordance with the Council's 'Travel Plan Frameworks: Guidance for Developers'. The Transport Assessment will need to demonstrate that the strategic road network will be no worse off as a result of development. Where the measures proposed in the Travel Plan will be insufficient to fully mitigate the impact of increased trip generation on the secondary highway network, infrastructure improvements will be required.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Core Strategy Policy 6 (CS6) - Community Facilities

1. Priority will be given to the provision of facilities that contribute towards the sustainability of communities. In particular, the needs of the growing population of Ingleby Barwick should be catered for.

2. Opportunities to widen the Borough's cultural, sport, recreation and leisure offer, particularly within the river corridor, at the Tees Barrage and within the Green Blue Heart, will be supported.

3. The quantity and quality of open space, sport and recreation facilities throughout the Borough will be protected and enhanced. Guidance on standards will be set out as part of the Open Space, Recreation and Landscaping Supplementary Planning Document.

4. Support will be given to the Borough's Building Schools for the Future Programme and Primary Capital Programme, and other education initiatives, the expansion of Durham University's Queen's

Campus, and the provision of health services and facilities through Momentum: Pathways to Healthcare Programme.

5. Existing facilities will be enhanced, and multi-purpose use encouraged to provide a range of services and facilities to the community at one accessible location, through initiatives such as the Extended Schools Programme.

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

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

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

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

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

Housing Sub Area Approximate number of dwellings (net)

Core Area 500 - 700

Stockton 300 - 400

Billingham 50 - 100

Yarm, Eaglescliffe and Preston 50 - 100

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

Housing Sub Area Approximate number of dwellings (net)

Core Area 450 - 550

Stockton 100 - 200

5. Funding has been secured for the Tees Valley Growth Point Programme of Development and consequently the delivery of housing may be accelerated.

6. Proposals for small sites will be assessed against the Plans spatial strategy.

7. There will be no site allocations in the rural parts of the Borough

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

1. Sustainable residential communities will be created by requiring developers to provide a mix and balance of good quality housing of all types and tenure in line with the Strategic Housing Market Assessment (incorporating the 2008 Local Housing Assessment update).

2. A more balanced mix of housing types will be required. In particular:

- _ Proposals for 2 and 3-bedroomed bungalows will be supported throughout the Borough;
- _ Executive housing will be supported as part of housing schemes offering a range of housing types, particularly in Eaglescliffe;
- _ In the Core Area, the focus will be on town houses and other high density properties.

3. Developers will be expected to achieve an average density range of 30 to 50 dwellings per hectare in the Core Area and in other locations with good transport links. In locations with a

particularly high level of public transport accessibility, such as Stockton, Billingham and Thornaby town centres, higher densities may be appropriate subject to considerations of character. In other locations such as parts of Yarm, Eaglescliffe and Norton, which are characterised by mature dwellings and large gardens, a density lower than 30 dwellings per hectare may be appropriate. Higher density development will not be appropriate in Ingleby Barwick.

4. The average annual target for the delivery of affordable housing is 100 affordable homes per year to 2016, 90 affordable homes per year for the period 2016 to 2021 and 80 affordable homes per year for the period 2021 to 2024. These targets are minimums, not ceilings.

5. Affordable housing provision within a target range of 15-20% will be required on schemes of 15 dwellings or more and on development sites of 0.5 hectares or more. Affordable housing provision at a rate lower than the standard target will only be acceptable where robust justification is provided. This must demonstrate that provision at the standard target would make the development economically unviable.

6. Off-site provision or financial contributions instead of on-site provision may be made where the Council considers that there is robust evidence that the achievement of mixed communities is better served by making provision elsewhere.

7. The mix of affordable housing to be provided will be 20% intermediate and 80% social rented tenures with a high priority accorded to the delivery of two and three bedroom houses and bungalows. Affordable housing provision with a tenure mix different from the standard target will only be acceptable where robust justification is provided. This must demonstrate either that provision at the standard target would make the development economically unviable or that the resultant tenure mix would be detrimental to the achievement of sustainable, mixed communities.

8. Where a development site is sub-divided into separate development parcels below the affordable housing threshold, the developer will be required to make a proportionate affordable housing contribution.

9. The requirement for affordable housing in the rural parts of the Borough will be identified through detailed assessments of rural housing need. The requirement will be met through the delivery of a 'rural exception' site or sites for people in identified housing need with a local connection. These homes will be affordable in perpetuity.

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

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

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

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

Core Strategy Policy 10 (CS10) Environmental Protection and Enhancement

1. In taking forward development in the plan area, particularly along the river corridor, in the North Tees Pools and Seal Sands areas, proposals will need to demonstrate that there will be no

adverse impact on the integrity of the Teesmouth and Cleveland Coast SPA and Ramsar site, or other European sites, either alone or in combination with other plans, programmes and projects. Any proposed mitigation measures must meet the requirements of the Habitats Regulations.

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

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

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

ii) Green wedges within the conurbation, including:

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

iii) Urban open space and play space.

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

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

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

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

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

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

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

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

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

Core Strategy Policy 11 (CS11) - Planning Obligations

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

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

_ highways and transport infrastructure;

_ affordable housing;

_ open space, sport and recreation facilities, with particular emphasis on the needs of young people.

MATERIAL PLANNING CONSIDERATIONS

28. The main considerations of this application relate to the details of the proposed development and its relationship to existing development, the design and internal layout and whether it satisfies the requirements of the Development Plan Policies.

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

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

30. The outline approval set a development threshold of 350 dwellings and the illustrative Masterplan that accompanied the Outline Planning Application set out a number of design principles and it is considered that the proposed scheme has satisfactorily incorporated these requirements into the design and overall layout.

31. The proposed housing layout incorporates a mix of house types, which are traditional in design. Using a palette of materials chosen to reflect the appearance of traditional dwellings within the surrounding context. Artstone cills with brick heads further reflect the local vernacular. The use of dark grey and variegated red roof tiles, assists the definition of building groups within the development, and adds variety and interest to the streetscape.

32. The dwellings themselves consist of a range of house types and the proposed layout has been designed to ensure that adequate distances are met. The mix gives a wide variety of accommodation (including the agreed amount of affordable housing and also features bungalows) and the internal arrangements together with the positioning of window openings have been designed to minimise any overlooking and it is considered that the proposal relates well to existing development in the vicinity.

33. The development has a number vehicular and pedestrian accesses which were approved as part of the outline planning application and the internal road layout features an 'Avenue', a spine road which enables a legible route within the on-site road hierarchy. The 'Avenue' also enables access from Green Lane and the sites four vehicular access points into the development promotes permeable movement in and around the site.

34. In addition to the above access points, including pedestrian footways, a network of perimeter footpaths enables further links into the site and the opportunity to move around within the development. These footpaths offer ease of pedestrian access and being set within 'green corridors' provide amenity for residents and visitors to walk within the site.

35. To the sites perimeter, and where achievable internally, the existing hedgerows and field boundary structure has been retained.

36. To reinforce the concept of the 'Avenue', the road is linear and set within tree lined verge and the footway is set back from the road edge. At each intersection of the site roads to the Avenue is a change in surface treatment for both aesthetic and traffic calming purposes. The dwelling frontages are orientated to provide a high level of natural passive surveillance to the streets and spaces with clear definition between the public and private realm

37. The proposed development ranges over a small element of single storey through to predominantly 2 storey dwellings. In the interests of variation to eaves and ridge heights there is also an element of 2½ storey dwellings, as 'rooms in the roof'.

38.. The front gardens to the dwellings are established as privacy zones, and subject to the dwelling location, will comprise of a range of enclosures, ranging from railings to open Planted front gardens, related to the on-site hierarchy of the roads.

39. Existing key landscape features such as the hedgerows which define the field boundaries within the site and to the boundaries, have been largely retained, and enhanced to form a 'green infrastructure'. This 'green infrastructure' links into the open space which offers amenity opportunities for the future residents. The development also proposes a number of areas of public open space and greenspace including an equipped play area which provides opportunities for play to the younger children and toddlers and a bowling green and clubhouse.

40. The engineering of the site introduces a new SUDS pond to assist with the attenuation of the surface and ground water run-off, in the interests of not surcharging the local surface water drainage. The detailed design of the SUDS basin and surface water management is the subject of a planning condition.

Other Matters

41. As part of the outline consent, the applicant entered into a Section 106 Agreement to provide a financial contribution for the additional school places, local labour agreement, affordable housing and highway mitigation works. A number of conditions were also attached to the consent covering amongst others flooding, ecology, drainage, phasing and contaminated land and Health and Safety requirements in respect of the pipeline. These conditions will still be required to be fully met by the developer.

Means of Access, Parking and Traffic Issues

42. The Head of Technical Services has considered the highway arrangements in terms of how it functions and highway safety implications as well as general parking provision and is satisfied with the proposal.

43. A number of objections have been raised by local residents and Morley Carr Farm Action Group which are summarised earlier in this report and which are considered to relate primarily to the principle of development which has already been established by the granting of outline planning permission. The issues and matters raised were fully considered and addressed as part of the original outline planning permission.

44. External consultees have also confirmed that they are satisfied with the proposal and raise no objections. In respect of comments made in relation to the mix of accommodation and distribution over the site and its relationship to existing properties on Allerton Balk, it is considered the housing mix includes provision for elderly person accommodation and affordable housing which fully meets the Council's requirements. The proposal is set back from Allerton Balk with a landscape strip along the length of the boundary and with a separation distance well in excess of the Council's minimum standards which will ensure the development does not give rise to a significant impact on

privacy, outlook or overshadowing on the amenity of the occupants of the existing properties in the surrounding area.

CONCLUSION

45. The nature and scale of the development is acceptable and it is considered that the site could satisfactorily accommodate the proposal without any undue impact on the amenity of any adjacent neighbours and is acceptable in terms of highway safety and is in accordance with policies in the Development Plan identified above and therefore the recommendation is to approve the application subject to the conditions set out in the report.

**Corporate Director of Development and Neighbourhood Services
Contact Officer Mr Gregory Archer Telephone No 01642 526052**

WARD AND WARD COUNCILLORS

**Ward Yarm
Ward Councillor Councillor A B L Sherris**

**Ward Yarm
Ward Councillor Councillor Mark Chatburn**

**Ward Yarm
Ward Councillor Councillor Ben Houchen**

IMPLICATIONS

Financial Implications:

As Report

Environmental Implications:

As Report

Human Rights Implications:

The provisions of the European Convention of Human Rights 1950 have been taken into account in the preparation of this report.

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

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