

DELEGATED

**AGENDA NO
PLANNING COMMITTEE**

26 FEBRUARY 2014

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

13/2626/REM

Land at Sandview and Sandgate The Rings, Ingleby Barwick

Application for reserved matters approval (access, appearance, landscaping, layout and scale) for the erection of 180.no dwellings

Expiry Date 21 April 2014

SUMMARY

Planning permission is sought for reserved matters approval for two residential developments, Sandgate and Sandview in Village 6, Ingleby Barwick. Both developments comprise of a total of 180 dwellings with a mixture of 2, 2.5 and 3 storey, semi-detached and detached dwellings.

The Sandgate development will comprise of 93 dwellings. This site is located to the north-west of the roundabout between Myton Way and The Rings. Access to the site will be from The Rings. The Sandgate development includes a 1200m² area of land which has been set aside for a potential community centre, while to the west and to the south-east is an area of land which has been identified for future shops and a public house.

The Sandview development will comprise of 87 dwellings and will be located to the south of Barwick Lane and the Ashbrook estate and to the north of the previously approved Sandhill development. The approved development brief for Village 6 included the existing Barwick Lane Farm track to be located through the residential roads before linking back into the 'green lane' pedestrian and cycle route at the western end of the development.

The layout of both developments follow the principles set out in the approved development brief and the principles set out in Government Guidance 'Manual for Streets' (MfS) which includes providing active frontages on roads, provision of build outs, varying surface treatments and the inclusion of trees along the highway.

There have been 7 letters of objection and two general comments received on the application.

RECOMMENDATION

That Planning application 13/2626/REM to be approved with the conditions set out below and subject to the completion of Section 106 agreement in line with the Heads of Terms identified within this report.

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

<i>Plan Reference Number</i>	<i>Date on Plan</i>
<i>SG-002</i>	<i>16 October 2013</i>
<i>SVG-00</i>	<i>12 February 2014</i>
<i>SV-002 REV A</i>	<i>12 February 2014</i>
<i>HD-WD01</i>	<i>16 October 2013</i>
<i>NT-WD01</i>	<i>16 October 2013</i>
<i>CF-WD01</i>	<i>16 October 2013</i>
<i>CDC-WD01</i>	<i>16 October 2013</i>
<i>RF-WD01</i>	<i>16 October 2013</i>
<i>MS-WD01</i>	<i>16 October 2013</i>
<i>SU-WD01</i>	<i>16 October 2013</i>
<i>SGD-04</i>	<i>16 October 2013</i>
<i>SGD-01 REV B</i>	<i>16 October 2013</i>
<i>EL-WD01</i>	<i>16 October 2013</i>
<i>SGD-02</i>	<i>16 October 2013</i>
<i>CCA-WD01</i>	<i>16 October 2013</i>
<i>CD-WD01</i>	<i>16 October 2013</i>
<i>HT-WD01</i>	<i>16 October 2013</i>
<i>RS-WD01</i>	<i>16 October 2013</i>
<i>WS-WD01</i>	<i>16 October 2013</i>
<i>HTC-WD01</i>	<i>21 October 2013</i>
<i>SGVE-001</i>	<i>21 October 2013</i>
<i>GF-WD01</i>	<i>21 October 2013</i>
<i>SV-001 REV G</i>	<i>12 February 2014</i>
<i>SG-001 REV B</i>	<i>20 January 2014</i>
<i>SG-003 REV A</i>	<i>19 December 2013</i>
<i>SV-003 REV A</i>	<i>19 December 2013</i>
<i>SV-BW-001 REV A</i>	<i>20 January 2014</i>
<i>c-1107-02</i>	<i>5 February 2014</i>
<i>c-1107-03</i>	<i>5 February 2014</i>
<i>c-1107-04</i>	<i>5 February 2014</i>
<i>c-1107-05</i>	<i>5 February 2014</i>
<i>c-1107-01</i>	<i>5 February 2014</i>

Reason: To define the consent.

- **Conditions to be discharged prior to commencement**

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

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

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

Reason: To define the consent

- Construction compounds and car park areas:**
04 **Prior to commencement of the development details of site compounds and temporary car parking for construction workers, shall be submitted to and approved in writing with the Local Planning Authority. The development shall be carried out in accordance with the agreed details.**

Reason: In the interests of highway safety.

- Traffic management plan:**
05 **A traffic management plan for the development shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development. Such a scheme shall include routes that HGVs will be permitted to use in the vicinity of the site and wheel washing facilities to ensure that no mud or debris is carried onto the highway. The agreed scheme shall be implemented in accordance with the agreed details.**

Reason: In the interests of highway safety.

- Surface Water Drainage**
06 **Development shall not begin until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.**

Reason; To prevent the increased risk of flooding.

- Foul Drainage**
07 **Development shall not commence until a detailed scheme for the disposal of foul water from the development hereby approved has been submitted to and approved by the Local Planning Authority. Thereafter the development shall take place in accordance with the approved details.**

Reason: To prevent the increased risk of flooding from any sources in accordance with the NPPF.

- Lighting**
08 **Notwithstanding the proposals detailed in the Design and Access Statement/ submitted plans full details of the method of external illumination, siting, angle of alignment; light colour, luminance of buildings facades and external areas of the site, including parking courts, shall be submitted to and agreed in writing by the Local Planning Authority prior to commencement of external lighting and the**

lighting shall be implemented wholly in accordance with the agreed scheme prior to occupation.

Reason: To enable the Local Planning Authority to control details and in the interests of the amenities of adjoining residents and highway safety.

- *Conditions to be discharged prior to occupation*

Noise disturbance from adjacent road traffic

- 09 *Before the use commences, any living rooms or bedrooms with windows affected by traffic noise levels of 68 dB(A) L10 (18 hour) or more (or predicted to be affected by such levels in the next 15 years) shall be insulated in accordance with a scheme approved by the Local Planning Authority for the protection of this proposed accommodation from road traffic noise.*

Reason: To ensure a satisfactory form of development

- *Conditions to be implemented*

Materials

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

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

- *Conditions which will remain in perpetuity*

Construction Activity.

- 11 *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.*

Reason: To avoid excessive noise and disturbance to the occupiers of nearby premises

Unexpected land contamination

- 12 *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.*

Reason: To ensure proper restoration of the site

Burning of Waste Products

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

Reason: To ensure a satisfactory form of development

Access:

- 14 **Notwithstanding any description contained as part of this application all construction traffic associated with this development shall utilise the southern access (Sandgate roundabout/junction with Myton Way) to The Rings.**

Reason: In the interests of the amenity of existing residents

Noise protection - Road traffic

- 15 **Before the use commences, any living rooms or bedrooms with windows affected by traffic noise levels of 68 dB(A) L10 (18 hour) or more (or predicted to be affected by such levels in the next 15 years) shall be insulated in accordance with a scheme approved by the Local Planning Authority for the protection of this proposed accommodation from road traffic noise.**

Reason: To protect the amenity of the occupants of the dwellings from excessive road noise

Removal of PD Rights - All Householder

- 16 **Notwithstanding the provisions of classes A, B, C, D & E of Part 1 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 as amended by the Town and Country Planning (General Permitted Development) (No.2) (England) Order 2008 (or any order revoking and re-enacting that Order), the buildings hereby approved shall not be extended or altered in any way, nor any ancillary buildings or means of enclosure erected within the curtilage without the prior approval of the Local Planning Authority.**

Reason: To adequately control the level of development on the site to a degree by which the principle of the permission is based.

Removal of PD Rights – Garage Conversions

- 17 **Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking or re-enacting that Order), no integral garages shall be converted into part of the house without the prior approval of the Local Planning Authority.**

Reason; To adequately control the level of development on the site to a degree by which the principle of the permission is based.

Landscaping - Soft works

- 18 **Notwithstanding the proposals detailed in the Design and Access Statement/ submitted plans, prior to the commencement of soft landscaping works planting plans shall be submitted to and approved in writing by the Local Planning Authority. These will be detailed planting plans indicating plant species, numbers, densities, locations inter relationship of plants, stock size and type, grass, and planting methods including construction techniques for pits in hard surfacing and root barriers. All works shall be in accordance with the approved plans. All**

existing or proposed utility services that may influence proposed tree planting shall be indicated on the planting plan. The scheme shall be completed unless otherwise agreed with the LPA in writing in the first planting season following: commencement of the development or agreed phases or prior to the occupation of any part of the development and the development shall not be brought into use until the scheme has been completed to the satisfaction of the Local Planning Authority.

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

Maintenance – Soft works

- 19 *Notwithstanding the proposals detailed in the Design and Access Statement/ submitted plans, a soft landscape management plan including long term design objectives, management responsibilities and maintenance schedules for all landscape areas/ retained vegetation, other than small privately owned domestic garden delete as required shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the development or approved phases.*

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

Landscape maintenance shall be detailed for the initial 5 year establishment from date of completion of the total scheme regardless of any phased development period followed by a long-term management plan for a period of 20 years. The landscape management plan shall be carried out as approved

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

INFORMATIVES:

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

HEADS OF TERMS

Should members be minded to approve the application consideration should be given to the following heads of terms required as part of any Section 106 Agreement;

- “The area edged yellow shall be provided as open space/landscaping/buffer planting and the Owner shall submit a landscape management plan for the prior approval of the LPA for the layout, planting and long term management of the land. Such plan should include the provision of a footpath/cycleway to the south of the Sandview development to connect to the Sandhill development as shown on Drawing SV-001 Rev G. A bridleway marked along the northern boundary of the Sandview site and shown on Drawing SV-001 Rev G shall also be included in the landscape management plan and should be used as an access track for the delivery of farm machinery or large deliveries only to

Barwick Farm. A bollard shall be installed at a point approximately 8m from the junction of the farm track with the development access road with only the Owner and the owner of Barwick Farm holding a key to gain access along that track. Signage to the farm shall also be provided by the Owner.”

BACKGROUND

1. Outline planning permission was sought in 1970 for the creation of 7,920 dwellings in Ingleby Barwick. The application was refused and approved on appeal in 1979.
2. Development of the final two villages (5&6) meant there was a highway requirement for a third exit point (which was approved in the original masterplan) which required a high level of financial investment. It was argued that there was insufficient traffic justification for the third exit point and the application was appealed in September 1999 and the appeal was dismissed (ref APP/HO738/A/99/1022028/P7).

SITE AND SURROUNDINGS

3. Both application sites are located to the north-west of the Ingleby Barwick development and are currently grassed areas of former agricultural land.
4. The ‘Sandview’ site lies immediately to the south of Barwick Lane and the existing Ashbrook housing development. To the south of the site is a Dene area which sits between the proposed development and the recently approved ‘Sandhill’ development (13/0453/REM). Access to the site will be provided from a new highway link road off ‘The Rings’.
5. The ‘Sandgate’ development is located to the north-west of the roundabout junction between Myton Way and The Rings. To the north of the site is a play area and the Ringwood housing development with The Rings running along the southern and western boundary of the site. To the south is a grassed area which is designated under the 2002 masterplan as a future housing development ‘Meadowbrook’.

PROPOSAL

6. Planning permission is sought for reserved matters approval for two separate residential developments comprising a total of 180 dwellings, referred to as the Sandview and Sandgate areas of Ingleby Barwick. The developments will be a mixture of house types with semi-detached and detached dwellings. The dwellings will be a mixture of 2, 2.5 and 3 storey dwellings with both integral and detached garages.
7. The layout of both sites follows the principles set out in the development brief with a potential community facility area being identified to the west and a potential public house/shopping area located to the south-east of the Sandgate development, Both these areas lie outside of the application site.
8. A cycleway/footpath will be located along the northern boundary of both development sites which provides for a link between the existing Ingleby Estate and the countryside/River Tees Valley to the west. Revised details have been received at the request of Technical Services which relate to the footpath/cycle path/bridleway and the provision of access to Barwick Farm. The main farm access will remain through the proposed housing development. Although following discussions with the owners of Barwick Farm additional provision for access for larger farm vehicles has been provided along Barwick Lane. This would run alongside the cycleway/footpath and provision would be made for a collapsible

bollard or similar at the entrance, to restrict general public access but enable larger farm vehicles to access Barwick Farm.

CONSULTATIONS

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

Head of Technical Services

General Summary

This document provides an update to the report published by the Head of Technical Services on 19 December 2013. It follows revisions to the development proposals following feedback to the applicant during the consultation period.

The Head of Technical Services has reviewed the revised information and the proposals are acceptable.

It should be noted that this application is for Reserved Matters approval with regards to access, appearance, landscaping, layout and scale for two residential sites in Ingleby Barwick; Sandview and Sandgate. The principle of the development, including the highway impact and necessary mitigation, has been agreed as part of an outline planning consent and the subsequent masterplan for this area of Ingleby Barwick.

Highways Comments

Sandview Access and Layout

These comments follow revisions to the Sandview layout and the publication of Drawing SV-001 Revision G.

The layout of the site should be designed and constructed in accordance with the Council's Design Guide and in accordance with Manual for Streets guidance.

The vehicular access into the site was considered at outline stage. The main access into the development is from The Rings, a road that connects with Queen Elizabeth Way to the north and Myton Road to the south. The access into the Sandview site is located approximately 75m south of The Rings.

A key requirement of this development is the maintaining of access to Barwick Farm to the west of the development. The approved Masterplan requires a permanent vehicle access route to be provided through the development to the farm houses as part of the Reserved Matters application. The layout accommodates a farm access in the north-west corner of the site (travelling in-between plots 460 and 461) which connects the road network through the estate to the existing farm track. The route through the residential estate is 5.5m wide which is sufficient to accommodate residential traffic and general traffic associated with the farm. The access narrows to 4m to demarcate the access track from the estate road and at 4m wide, this track is sufficient to accommodate vehicles accessing the farm (the maximum width of a farm vehicle permissible on a public road is 2.55m although wider vehicles are permitted under special circumstances). Although there are requests from the farm to widen this access, it is recommended that the track is retained as shown on Drawing SV-001 G. Narrowing the access to 4m wide demarcates the route and should discourage others from using it / parking on it. Furthermore, the landscape strip between the track and the footway is already quite narrow and there would subsequently be a negative impact on the landscape if this track was widened further. A segregated footway is provided and the track will be gated to maintain vehicle access

for farm vehicles only. The detailed design of the link spur forming the farm access from the internal estate road would be agreed as part of a Section 38 Agreement for the length of the road that is to become adopted highway. The access would have to be constructed to adoptable standards for farm / HGV traffic. It is recommended that suitable signage be provided both to direct vehicles to the farm using the designated farm track but also to alert pedestrians of farm vehicles travelling through the estate.

In addition to the main route through the estate, the latest layout (Drawing SV-001 G) allows for the route of the existing farm track to be retained as a secondary route to the farm if the route through the estate is restricted. The current access track runs along the northern boundary of the Sandview development and would become a bridleway as part of this development. The route shown on Drawing SV-001 Revision G is 3.5m wide for the majority of its length with a segregated 2m wide footway – the access track and footway are separated by a hedge. Two passing places have been provided and visibility along the track is good as the track follows a straight alignment. Therefore, as the access is to serve occasional access by farm vehicles only, the design of the track is considered adequate to accommodate the anticipated level of use. It is recommended that a couple of breaks in the hedge be provided to enable any pedestrians on the track to walk through onto the footway if a farm vehicle approaches. The track is to be designated as a bridleway to link to an existing bridleway to the west of the site. It is recommended that the farm business obtains written consent from the bridleway landowner (Persimmon Himes) to allow farm vehicles to use the bridleway. A bridleway can be used by vehicles (considered over and above its normal use) subject to permission from the landowner.

There is again a need to discourage general traffic from using the bridleway and the proposal is to manage access by the use of bollards (or other traffic control measures agreed under the developers maintenance responsibility for the Dene area to south of the Sandview development) to restrict its use. For the majority of the time the route would serve as a cycleway/footway but the farmer would have access to the traffic control measures to gain access to the route when HGV access is required. The traffic control measure would need to be suitably designed to be in keeping with the rural nature of the route. The submission of a Landscape Management Plan for the open space within the site (including the bridleway) is to be agreed as part of a Section 106 Agreement for the site. It is recommended that this includes details regarding the access gates, bollards and any signage to the farm. Details would therefore need to be submitted and approved prior to the occupation of the development. Should any features abut land to be adopted the Local Authority would seek to control the design and location of such features to ensure they are suitable.

A footway / cycleway connection from the bridleway to the north into the Ashbrook estate has been incorporated opposite plots 468 and 473. At the western extent the bridleway would terminate at the farm access with the pedestrian / cycle route continuing south on-street through the Sandview estate. There are also links to the north and west via the farm access and footways through the Ashbrook estate.

To the south of the main access road are two roads that have shared surface access to a number of properties. A tracking plan has been provided which demonstrates that a refuse vehicle can turn within the turning heads provided.

A footway connection is provided through the area of sloping open space to the Sandhill development to the south. This connection has been widened to 3m to enable it to be used by cyclists and pedestrians. This route lies beyond the red line boundary of the site but on land owned by the applicant. Notwithstanding that this is a Reserved Matters application the

requirement and routing of this cycleway and its connection into the approved highway network at Sandhill should be covered by the Landscape Management Plan secured as part of the Section 106 Agreement.

Residents should not be required to carry waste / pull their bins more than 30m for collection from the adopted highway. Drawing SV-001 G indicates bin collection points on all private driveways that are over 30m in length and this approach is acceptable

Parking Provision

Parking should be provided for each property in accordance with Supplementary Planning Document 3: Parking Provision for New Developments (2011). Accordingly, the residential parking standards are

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

The overall parking provision as illustrated on Drawing SV-001 G is acceptable.

For new developments it is recommended that curtilage parking spaces be 6m with 5m accepted in constrained circumstances; the applicant has confirmed that all driveways are a minimum 5m in length with the majority exceeding this. All drives of 5.5m or less in length will be fitted with a roller shutter garage door. The applicant has also confirmed that all internal garage units will feature non-protruding roller shutter doors which benefit from an additional 175mm clear opening width compared to a standard up and over garage door.

Sandgate Access and Layout (same as comments dated 19/12/13)

The vehicular access into the site was considered at outline stage. The main access into the Sandgate development from The Rings is located just over 90m from the Myton Road / The Rings roundabout.

The internal design of the development should be in accordance with the Council's Design Guide and Specification (Residential and Industrial Estates Development) current edition. The route through the site is 4.8m wide and 2m wide footways are provided on both sides of the carriageway which connect to the wider area. The latest layout plan (Drawing SG-001 rev B) indicates block surfacing as a traffic calming feature on routes through the site.

As noted in the comments for the Sandview site, residents should not be required to carry waste / pull their bins more than 30m for collection from the adopted highway. Bin collection points have therefore been indicated on private driveways and this approach is acceptable.

Visibility must be maintained around all junctions and driveways with any landscaping within visibility splays being maintained to ensure unobstructed visibility above a height of 0.6m. All boundary treatments meet these requirements.

The applicant will need to enter into a Section 38 Agreement for the highway and footpaths within both sites (Sandview and Sandgate) which are to become highway maintainable at the public expense.

Sandgate Parking

Car parking provision must be provided in accordance with the parking standards which were listed earlier in this report when considering the parking layout for the Sandview. The overall parking provision is as illustrated on (Drawing SB-001 B) and is acceptable.

Car parking is provided to the rear of some properties and at least 6m should be provided behind a parking space to allow a vehicle to reverse out of the bay. The applicant has confirmed that this requirement will be met within all parking courts.

Highway Summary

The parking provision on both sites has been agreed with the latest plans accommodating an increase to the size of the driveways to ensure that the parking provision meets standards. The overall parking provision is acceptable.

The updated plan indicates an adequate access would be maintained for the farm with a 5.5m access road provided through the site linking The Rings to the farm track. A managed access would also be retained along the existing farm track to accommodate larger vehicles when required.

Notwithstanding that this is a Reserved Matters application, it should be conditioned that construction traffic access the development from the southern access to The Rings in order to ensure that existing residents are unaffected by construction traffic.

Landscape & Visual Comments

This development is for 187 new dwellings provided as part of the Village 6 Ingleby Barwick Master plan, with 87 no. dwellings planned for Sandview in the west and 93 dwellings planned for Sandgate in the east.

Sandview development

This development is just south of the approved Ashbrook housing development separated by a track known as Barwick Lane which is currently used to access the farm to the west. The Ingleby Barwick Village 6 masterplan dwg ref 501/001 highlighted this route as a footpath /cycleway linking into the Tees Heritage Park to the west. The Meadowbrook housing development (which is still to be submitted for reserved matters) lies just to the east across the primary estate road for Village 6. To the south lies a small dene including a stream with the Sand Hill housing development located on the southern side of the dene. To the west lie open agricultural fields that slope down to the River Tees.

Landscaping of the proposed housing layout

Boundary details as shown on plan ref SV-001 rev G are considered acceptable.

Two soft landscape plans have been submitted for the Sandview Estate, a detailed plan ref. c-1107-01 and a draft plan ref. c-1107-02 (draft) together with a planting palette and specification dwg ref. c-1107-05 (draft). Comments are made as follows;

Generally the tree planting and shrub planting proposed within the layout is to an acceptable standard to create the necessary street scene subject to the following amendments;

Some shrubs beds are too narrow for plants to thrive, for example to the front of plot 422 and to the rear of plot 425, and where any planting beds are narrower than 1 metre they should be paved and all beds should have an adequate depth of topsoil at 400mm.

Shrub palette – the shrubs chosen are acceptable but the following specified shrubs are not fully hardy in this area and will need protection in more exposed areas. They should therefore only be used in sheltered locations where their individual particular growing requirements are met and mass planting is not recommended.

- Choisya species
- Fatsia japonica
- Hebe - species
- Hibiscus species
- Phlomis species
- Photinia species
- Physocarpus species
- Rosmarinus species

Root barriers must be used where any tree is planted within 2 metres of a highway.

All tree planting must be designed to allow for the presence of on-site statutory services and where applicable root barriers should be used to protect such services when tree planting is required e.g. tree lined avenues along main distributor roads. Tree planting must not interfere with the function of light columns.

The following points refer specifically to the detailed plan ref. c-1107-01;

The beech hedge proposed along the northern boundary next to the bridleway is acceptable. The use of a beech hedge must be extended along the eastern and south eastern boundaries where the estate faces open farmland and informal open space– the species chosen for the boundary hedges at these locations is *Euonymus japonicus* and this is not an acceptable species as it makes a poor, ‘ornamental type’ hedge, is not reliably hardy in this area and parts of the plant can cause discomfort if eaten (making it unsuitable for use in a public area). Some of the tree species proposed within this boundary hedge, notably *Carpinus betulus* ‘Frans Fontaine’ and *Sorbus* ‘Sheerwater Seedling’ are not deemed suitable for the edge of open farmland being too ornamental in form and should be substituted with native species such as *Betula pendula* and *Sorbus aucuparia*. It is presumed the tree in the hedge labelled PRU AUT is *Prunus x sibirica* ‘Autumalis’ but this tree does not appear on the tree palette so this should be confirmed.

Tree planting must be provided on the triangular green open space in the north west corner of the site to soften views of the estate from the west and deter the use of ball games by breaking up the space. The *Viburnum* shrubs next to the bridleway to the east of the field gate and this open space would look out of place at this location (being too ornamental) and should be replaced with the species rich meadow grass specified for the open space area.

The longitudinal grass verge between the farm access road and footpath (between plots 460 and 461) should be planted with specimen trees to deter parking on the verge. These should be fastigiated type trees to allow for passage of farm vehicles along the access track.

Dene area to south

A footpath route to south has been shown on the revised layout plan to link up with the Sandhill development to the south. It is understood that this Dene will be managed by a Land management company as part of a Section 106 agreement. It is envisaged that the valley sides of dene should be

planted with native shrubs and trees to enhance its wildlife corridor value. Landscaping should be designed to enhance any approved Sustainable drainage scheme within the dene area.

Sandgate development

This development lies south of the Ringwood development and is separated from this development by small local park and a footpath and cycleway following part of the old Barwick Lane farm access route. The Meadowbrook housing development is planned to the south and west of this estate separated by the primary access road that serves the whole Village 6 Housing Area. Open space planted with trees and forming part of the Myton Road corridor, lies to the east of the site. In the north west corner of the site and outside the red line boundary a community facility is planned consisting of a building and car park. An area for a possible public house and shops, also outside the red line boundary, is located in the south eastern section of the site.

Existing Boundary Hedge on Northern Boundary

The northern site boundary is formed by a mature hedge that forms the southern edge to the footpath/cycleway link that runs along the old Barwick Lane and this hedgerow forms the boundary of the private gardens. This hedgerow is mainly comprised of hawthorn and contains several gaps along its length, which is to be replanted and managed as part of this application to restore its vigour and function as a robust boundary hedgerow (all old fence post and wires are to be removed). Any healthy hedgerow trees are to be retained.

Landscaping of the proposed housing layout

A new footpath is proposed on the eastern boundary with a low metal railing fence (1050mm high) separating the western boundary of the path from the housing. This railing detail is considered an acceptable detail at this location. A wide highway verge planted with specimen trees that follows the northern edge of primary access road for Village 6. The housing areas are separated from this verge by a footpath and low metal railing fence (1050mm high) which is considered acceptable.

Two soft landscape plans have been submitted for the Sandgate Estate, plans ref. c-1107-03 (draft) and c-1107-04 (draft) together with a planting palette and specification dwg ref. c-1107-05 (draft). Comments are made as follows;

Generally the tree planting and shrub planting proposed within the layout is to an acceptable standard to create the necessary street scene subject to the following amendments;

Some shrubs beds are too narrow for plants to thrive, for example to the front of plot 568 and 569 and to the front of plot 514 and 549, and where any planting beds are narrower than 1 metre they should be paved and all beds should have an adequate depth of topsoil at 400mm.

Shrub palette – the shrubs chosen are acceptable but the following specified shrubs are not fully hardy in this area and will need protection in more exposed areas. They should therefore only be used in sheltered locations where their individual particular growing requirements are met and mass planting is not recommended.

- Choisya species
- Fatsia japonica
- Hebe - species
- Hibiscus species
- Phlomis speices

- Photinia species
- Physocarpus species
- Rosmarinus species

Root barriers must be used where any tree is planted within 2 metres of a highway.

All tree planting must be designed to allow for the presence of on-site statutory services and where applicable root barriers should be used to protect such services when tree planting is required e.g. tree lined avenues along main distributor roads. Tree planting must not interfere with the function of light columns.

Lighting

All narrow access paths to rear gardens and dwellings are required to be well lit. Condition wording relating to lighting is attached in the informative section at the end of this memo.

Public Open Space

It is understood that the public open space will be maintained by a land management company as part of a section 106 agreement. A plan was received showing the areas of public open space that would be included in the layout, but additional areas should also be included within this public open space as shown in the plan below consisting of the buffer zone planting and mound on the western boundary of the Sandhill estate and the northern edge of the beck near the exiting small farmland wood.

Flood Risk

There is an ordinary watercourse running at the periphery of the Sandview site which is a tributary of the river Tees. The site is elevated and slopes towards the watercourse; there is no history of flooding to the site. The development should provide adequate surface water drainage and not increase the risk of surface water flooding to neighbouring sites.

Informative

Lighting

Notwithstanding the proposals detailed in the Design and Access Statement/ submitted plans full details of the method of external illumination, siting, angle of alignment; light colour, luminance of buildings facades and external areas of the site, including parking courts, shall be submitted to and agreed in writing by the Local Planning Authority prior to commencement of external lighting and the lighting shall be implemented wholly in accordance with the agreed scheme prior to occupation.

Reason: To enable the Local Planning Authority to control details and in the interests of the amenities of adjoining residents and highway safety.

Landscaping – Soft works

Notwithstanding the proposals detailed in the Design and Access Statement/ submitted plans, prior to the commencement of soft landscaping works planting plans shall be submitted to and approved in writing by the Local Planning Authority. These will be detailed planting plans indicating plant species, numbers, densities, locations inter relationship of plants, stock size and type, grass, and planting methods including construction techniques for pits in hard surfacing and root barriers. All works shall be in accordance with the approved plans. All existing or proposed utility services that may influence proposed tree planting shall be indicated on the planting plan. The scheme shall be completed unless otherwise agreed with the LPA in writing in the first planting season following: commencement of the development or agreed phases or

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

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

Maintenance – Soft works

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

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

Landscape maintenance shall be detailed for the initial 5 year establishment from date of completion of the total scheme regardless of any phased development period followed by a long-term management plan for a period of 20 years. The landscape management plan shall be carried out as approved

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

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.

- Noise disturbance from adjacent road traffic

Before the use commences, any living rooms or bedrooms with windows affected by traffic noise levels of 68 dB(A) L10 (18 hour) or more (or predicted to be affected by such levels in the next 15 years) shall be insulated in accordance with a scheme approved by the Local Planning Authority for the protection of this proposed accommodation from road traffic noise.

- 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, archeological 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

According to our records Northern Gas networks has no gas mains in the area of your enquiry. However our records indicate that gas pipes owned by other Gas Transporters may be present in this area. A plan I s attached for your information and further enquiries with regard to such pipes should be obtained from the owners.

Safe digging practices, in accordance with hse publications hsg47 "avoiding danger from underground services" must be used to verify and establish the actual position of mains, pipes, services and other apparatus on site before any mechanical plant is used. it is your responsibility to ensure that this information is provided to all persons (either direct labour to contractors) working for you on or near gas apparatus.

Northumbrian Water Limited

In making our response Northumbrian Water assess the impact of the proposed development on our assets and assess the capacity within Northumbrian Water's network to accommodate

and treat the anticipated flows arising from the development. We do not offer comment on aspects of planning applications that are outside of our area of control. Having assessed the development against the context at this stage Northumbrian Water has comment:

NWL have been previously consulted on this application on 23rd October which we responded to on 25th October. In this response, we requested the use of a planning condition with regards to the management of foul and surface water discharge from the plots. The developer has not yet been in contact with NWL regarding connections and discharge rates for these plots therefore we still require the use of the following condition:

Condition

Development shall not commence until a detailed scheme for the disposal of foul and surface water from the development hereby approved has been submitted to and approved by the Local Planning Authority in consultation with Northumbrian Water. Thereafter the development shall take place in accordance with the approved details.

Reason: To prevent the increased risk of flooding from any sources in accordance with the NPPF.

In discharging the condition the Developer should develop his Surface Water Drainage solution by working through the Hierarchy of Preference contained within Revised Part H of the Building Regulations 2000. Namely:-

- Soakaway
- Watercourse and finally
- Sewer

If the sewer is the only option the developer should contact Steve Somerville – project manager (tel 0191 419 6648) at this office to discuss arrangements for discharge from the site. New

Private Sector Housing - Mr Dave Dawson

The Private Sector Housing Division has no comments to make on this application

Sport England

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

The Environment Agency

We have no objections to the proposal as submitted, and consider the proposed development will be acceptable providing the following CONDITION is imposed on any grant of planning permission:

Condition

Development shall not begin until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

Reason

To prevent the increased risk of flooding.

Separate to the above condition, we also have the following advice to offer:

Foul Sewage - Advice to LPA/Applicant

The applicant has indicated that foul sewage will be discharged via the existing main sewers. The Sewerage Undertaker should therefore 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.

Land Contamination - Advice to LPA/Applicant

In relation to the proposed development, in so far as it relates to land contamination, we only consider issues relating to controlled waters and relevance of regulatory regimes where we are the enforcing authority, such as environmental permitting.

We do not consider this site a priority; therefore we will not be providing detailed site-specific advice or comments with regards to land contamination issues for this site.

The developer should address risks to controlled waters from contamination at the site, following the requirements of the National Planning Policy Framework and the Environment Agency 'Guiding Principles for Land Contamination'.

We recommend that developers should:

- 1) Follow the risk management framework provided in CLR11, Model Procedures for the Management of Land Contamination, when dealing with land affected by contamination.
- 2) Refer to the Environment Agency Guiding Principles for Land Contamination for the type of information that we require in order to assess risks to controlled waters from the site. The Local Authority can advise on risk to other receptors, such as human health.
- 3) Refer to our website at www.environment-agency.gov.uk for more information.

Natural England

Statutory Nature Conservation sites-no objection

Based on the on the information provided, Natural England advises the Council that the proposal is unlikely to be affect any statutory protected sites or landscapes.

Protected species

We have not assess this application and associated documents for impacts on protected species.

Natural England has published Standing Advice on protected species. The Standing Advice includes a habitat decision tree which provides advice to planners on deciding if there is a 'reasonable likelihood' of protected species being present. It also provides detailed advice on the protected species most often affected by development, including flow charts for individual species to enable an assessment to be made of a protected species survey and mitigation strategy.

You should apply our standing advice to this application as it is a material consideration in the determination of applications in the same way as any individual response received from natural England following consultation.

The Standing Advice should not be treated as giving any indication or providing any assurance in respect of European Protected Species (EPS) that the proposed development is unlikely to

affect the EPS present on the site; nor should it be interpreted as meaning that Natural England has reached any views as to whether a licence may be granted.

If you have any specific questions on aspects that are not covered by our Standing Advice for European Protected Species or have difficulty in applying it to this application please contact us with details at consultation@naturalengland.org.uk

Local Sites

If the proposal sites is on an adjacent site to a local site eg Local Wildlife Site, Regionally Important Geological/Geomorphological Site (RIGS) or Local Nature Reserve (LNR) the authority should ensure it has sufficient information to fully understand the impact of the proposal on the local site before it determines the application.

Biodiversity enhancements

This application may provide opportunities to incorporate features into the design which are beneficial to wildlife, such as the incorporation of roosting opportunities for bats or the installation of bird nest boxes. The authority should consider securing measures to enhance the biodiversity of the site from the applicant, if it is minded to grant permission for this application. This is in accordance with Paragraph 118 of the National Planning Policy Framework. Additionally, we would draw your attention to Section 40 of the Natural Environment and rural Communities Act (2006) which states that 'Every public authority must, in exercising its functions, have regard so far as is consistent with the proper exercise of those function, to the purpose of conserving biodiversity'. Section 40(3) of the same Act, also states that 'conserving biodiversity includes, in relation to a living organism or type of habitat, restoring or enhancing a population or habitat'.

Landscape enhancements

This application may provide opportunities to enhance the character and local distinctiveness of the surrounding natural and built environment; use natural resources more sustainably; and bring benefits for the local community, for example through green space provision and access to and contact with nature. Landscape characterisation and townscape assessments, and associated sensitivity and capacity assessments provide tools for planners and developers to consider new development and ensure that it makes a positive contribution in terms of design, form and location, to the character and functions of the landscape and avoids any unacceptable impacts.

Tees Valley Wildlife Trust

The sites look fairly bland from an ecological point of view and are unlikely to be supporting much wildlife. The hedgerows are probably the best features and you have already covered these.

It is good practice (and, presumably, would be helpful to the planning authority) for the applicant to provide some form of environmental / ecological statement, even if this is just to say that the sites are of low value. There are no protected sites or known records of protected species in the vicinity so it will be difficult to insist on this, but it helps to ensure that the developer knows that the natural environment needs to be taken properly into consideration.

We are not aware of water voles being present on the stream to the south of the development. In any case they do not move far from the watercourse and are only likely to be affected by development within 5 metres of the banks. Surveys may be required if there are any outfall structures connected with surface water drainage into the stream from the development. Otters

may use the stream as a wildlife corridor, but they cover vast areas and it is unlikely that they are anything more than a transient feature.

I cannot think of any other potential for harmful impacts from this development.

Tees Archaeology

Archaeological geophysical survey and trial trenching have now taken place at both sites. I understand that no significant archaeological deposits were found and that no further archaeological works will be needed.

Spatial Plans

1. Thank you for consulting the Spatial Planning team on this application. As you will be aware section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that an application for planning permission be determined in accordance with the Development Plan unless the material considerations indicate otherwise.

The Development Plan - overview

2. The development plan currently comprises the following elements:
 - Stockton-on-Tees Core Strategy LDD (March 2010),
 - Saved policies of the Stockton-on-Tees Local Plan (1997)
 - Saved policies of the Local Plan Alteration Number One (2006), and
 - The Tees Valley Joint Minerals and Waste LDD (September 2011).
3. All of the policies which are relevant to this application are referenced at appendix A and these policies are discussed where relevant throughout this response.

Other material considerations - Development Brief - Ingleby Barwick: Villages 5 and 6

4. The development brief sets out key principles for future housing development within Ingleby Barwick. The guiding principles cover a hierarchy of streets and movement patterns, including local distribution roads, home zone concepts as well as cycleways and footpaths. It also highlights key focuses for open space and recreation, highlights sensitive edges and how these will relate to the built form and wider countryside extending out to the River Tees.

The principle of development

5. The Ingleby Barwick Masterplan established overall principles of development at Ingleby Barwick in 1977 and outline planning permission for the erection of 7,920 dwellings with associated development was granted in 1978 by the Secretary of State for the Environment. The application is pursuant to the original outline planning permission for the Ingleby Barwick development. The principle of development has therefore already been established.

Relationship to the adopted Development Plan

Development on unallocated sites

6. The application site is within the Limits to Development and the proposal is generally in accordance with Saved Local Plan Policy HO3.

Sustainable transport and travel

7. The proposal will need to be assessed in relation to Core Strategy Policy 2 (CS2) - Sustainable Transport and Travel.

Sustainable living and climate change

8. The proposal will need to be assessed in relation to Core Strategy Policy 3 (CS3) - Sustainable Living and Climate Change.

Community facilities

9. Point 1 of Core Strategy Policy 6 (CS6) - Community Facilities, states that 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.
10. The Development Brief states 'As a result of additional consultation with IBIS Council members, it has been proposed that Village 6 could potentially incorporate a community facility on its easterly side both at the confluence of cycle routes and at a highly visible position for the growing community. Whilst this has been accepted in principle, the scale and massing of any community facility within this area will need to be debated in relation to providing adequate open space. As a community building within this location will result in the loss of open space (the area of which is finite) a balanced decision about whether this is the preferred option is required. A proposed site is therefore identified in the Brief allowing the formal decision on which option is preferred to be made via the determination process.'
11. It is noted that the site plan for the Sandgate development submitted with this application includes 'land identified for possible community facility'. This is not in the location identified in the development brief. However, it is understood that the new location has been identified and agreed at the request of local Ward Members.
12. The Development Brief states 'In addition, a potential pub / shop site has been identified within Village 6. It has been agreed that the suggested siting of the pub needs to visually connect with Myton Way and be in close proximity to the potential community building site to the north. This siting allows for ease of access from the immediate vicinity of Village 6, but also the neighbouring Villages of Broomwood, Broom Park and Hillbrook to the east and Sand Hill to the south. Persimmon have agreed in principle to the provision of a pub /shop on the site, however, this facility requires the loss of developable housing land with planning permission. The site will be fully marketed but can only be procured via commercial terms appropriate to offset the lost residential value.'
13. It is noted that the site plan for the Sandgate development submitted with this application includes 'land identified for possible public house/shops'. The location is consistent with the development brief.

Affordable housing

14. Point 5 of Core Strategy Policy 8 (CS8) 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'. Recent government advice to apply affordable housing targets with flexibility in order to facilitate delivery is also noted. The Council is committed to achieving housing delivery and Policy CS8 acknowledges this by allowing scope for provision at a rate lower than the standard target where robust justification is provided. The standard target is 'within a target range of 15 to 20%.'

15. The application is pursuant to the original Ingleby Barwick outline planning permission. This did not include any legal agreement relating to the provision of affordable housing. Point 5 of Core Strategy Policy 8 does not therefore have weight in the context of this application.
16. The Section 106 Agreement for the Sandhill outline planning permission stated that a total of 18 affordable housing units would be provided off-site, in such location within Ingleby Barwick development as shall be approved by the Council.
17. The Sandhill site is outside of the original Ingleby Barwick outline planning permission. Therefore Point 5 of Policy CS8 was applicable to the Sandhill application. The Heads of terms in the committee report for the Sandhill planning application state that 22 affordable housing units were required (4 bungalows and 18 dwellings at 85% market value, to be retained in perpetuity). In order to maintain the executive housing character intended for the Sandhill development these were to be provided off-site. The wording of the Section 106 Agreement indicates those four bungalows and 8 of the 'discounted properties' were to be provided up as part of the Ashbrook site.
18. I would suggest that clarification is sought from Persimmon Homes as to whether they intend to provide the remaining affordable housing units as part of this scheme and if not then which phase of the remaining Ingleby Barwick development they do intend to provide them on.

Open space provision

19. Point 3 of Core Strategy Policy 6 (CS6) states that 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 SPD. The development brief identifies areas of open space to be provided as part of Village 6. It is understood that discussions Countryside and Greenspace team are on-going which will result in changes to the areas identified.

Summarising comments

20. The principle of residential development has already been established and no conflict with development plan policies has been identified by the Spatial Planning team. However, clarification is needed regarding which phase of the Ingleby Barwick development, Persimmon Homes intend to provide the affordable housing agreed as part of the Sandhill application.

Appendix A - Summary of relevant planning policies

Core Strategy

- CS1 - Spatial Strategy
- CS2 Sustainable Transport and Travel
- CS3 Sustainable Living
- CS6 Community Facilities
- CS7 Housing distribution and phasing
- CS8 Housing mix and affordable housing provision
- CS11 Planning Obligations

Local Plan (1997)

- HO3 - Housing

Highways Agency

The Highways Agency has no comments to make on the reserved matters application approval as indicated on your consultation letter.

Ingleby Barwick Town Council

Ingleby Barwick Town Council has no comments to raise in respect of this planning application.

Stockton Police Station - Eddie Lincoln

I can see no reference in the Design and Access statement to security or Secured by Design therefore 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.

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.

Offsite 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.

In accordance with the S106 agreement for the Sandhill development a total of 22 affordable units will be delivered across Village 6 which includes Sandgate and Sandview. As such there is no requirement for further affordable housing to be delivered as part of this application.
Housing Services Comments

PUBLICITY

9. Publicity has been given to the application by neighbour letters, a press advert and site notices. Any comments received are detailed below (in summary). A total of 8 objections have been received;

Objections :-

- Access issues to Barwick Farm as the business requires wide vehicles, including tractors, HGV's, wagons and delivery of equipment and livestock
- Lack of farm access will impact on the farm business in a negative way
- Substandard access to the farm and the three individual dwelling
- Need to ensure the access road provides access for lorries and passing vehicles as well as footpaths and cycleway
- No details on how farm access links to main highway
- No provision for passing places along the 250metre farm road
- No provision for cycle path and footpath separate to the farm access
- Farm road should be restricted to use by farm business and houses on the farm not mixed with access to the new houses – the plans show paths leading onto the farm road.
- Livestock and cattle graze on field adjacent to site so stock proof fence should be erected
- Hedging to be provided to soften visual impact of new houses from the Tees Valley.
- why do the odd number houses on Pennal Grove have a mound restricting their view when the planned new builds do not?
- I requested to buy the land next to my property but I was informed that as this is a bridle path I was unable to-however the plans show the planned new build to have the existing bridle path as their garden?
- The planned new build property is past the current build line and is additionally an approximate 1.5 meters height difference in the land, Again this property will over tower my property restricting light-has this even been considered?

Representations

- The existing farm road would need to be wider than 3 metres to accommodate 3 metre wide farm implements as it is currently 4-5 metres wide
- More than 2 passing places are required along the length as it is approximately 250 metres and reversing would be difficult.
- Not to be named a bridleway but a farm roadway would be more appropriate

- New farm access from estate to be widened from 4 metres to 4.5 metres with a 14-15 foot gate which would mark the change from estate road to farm access road.
- Livestock fencing to be erected around the boundary line before site works commence

Objectors :-

Mr Sherif Ramadan - Barwick Farm, Barwick Lane
 Jennifer Smith - Grove Farm, Forest Lane
 Mr Daniel Saunders -12 Blackthorn, Coulby Newham
 Mr Christopher G Frank- Barwick Farm Ingleby Barwick
 Mr Richard Frank – Summerfield, Barwick Lane Ingleby Barwick
 Mr Ron Green - 35 Pennal Grove, Ingleby Barwick
 Miss Harriet Frank - Barwick Farm, Barwick Lane
 Mrs Emily Ramadan - Barwick Farm, Barwick Lane

ADVERT EXPIRY DATE : 13 February 2014

- **SITE NOTICE EXPIRY DATE:** 13 February 2014
-

PLANNING POLICY

10. 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
11. 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
12. The following planning policies are considered to be relevant to the consideration of this application:-

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.

5. Improvements to the road network will be required, as follows:
iv) To support sustainable development in Ingleby Barwick.

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.

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.

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.

Core Strategy Policy 6 (CS6) - Community Facilities (relevant sections)

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.

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.

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.

Core Strategy Policy 10 (CS10): Environmental Protection and Enhancement

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.

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 HO1 of the adopted Stockton on Tees Local Plan

The following existing commitments to residential development are reaffirmed:_
 (f) Villages 4-6

Saved Policy HO3 of the adopted Stockton on Tees Local Plan

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.

Saved Policy EN30 of the adopted Stockton on Tees Local Plan

Development, which affects sites of archaeological interest, will not be permitted unless:

- (i) An investigation of the site has been undertaken; and
- (ii) An assessment has been made of the impact of the development upon the remains; and where appropriate;
- (iii) Provision has been made for preservation 'in site'.

Where preservation is not appropriate, the Local Planning Authority will require the applicant to make proper provision for the investigation and recording of the site before and during development.

National Planning Policy Framework

13. 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;

14. 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.

16. The sections of the NPPF that are relevant to the determination of this application are considered to be;
- Section 1. Building a strong, competitive economy
 - Section 4. Promoting sustainable transport
 - Section 6. Delivering a wide choice of high quality homes
 - Section 7. Requiring good design
 - Section 10. Meeting the challenge of climate change, flooding and coastal change

MATERIAL PLANNING CONSIDERATIONS

17. The main planning considerations of this application are compliance with planning policy, the impacts of the development on the character and appearance of the area, residential amenity, the impact on highway safety, flood risk, ecology and archaeology.

Principle of Development

18. Planning permission is sought under this reserved matters application for a total of 180 dwellings within two residential developments at Sandhill and Sandview at Ingleby Barwick. This reserved matters application follows on from the extant outline permission granted in 1979 at appeal, where the principle of residential development was accepted and established.
19. The application site is located just outside the Green wedge on land which has previously been identified for residential use within the 2002 Ingleby Barwick Master Plan, approved by Special Planning Committee in 2002.
20. The National Planning Policy Framework (NPPF) sets out three primary roles for sustainable development, those being economic, social and environmental. In terms of the social aims of development, paragraph 7 comments on the needs of present and future generations through the creation of a high quality environment with access to local services that reflect communities needs and support its health, social and cultural well-being'. Paragraph 17 sets out the core planning principles of development which include the requirement to 'secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings'.
21. The proposed development offers a mix of dwellings including semi-detached starter homes, detached properties and semi-detached townhouses. Provision was made within the allocated figures under policy HO1 for 3100 dwellings within villages 4-6 and therefore the provision of 180 dwellings proposed under this application is considered acceptable and is broadly in line with the requirements of saved Local Plan Policy HO1.
22. Paragraph 50 of the NPPF sets out the aims for a wide choice of mixed house types based on current and future demographics, to include the provision of identified affordable housing. The Councils' Core Strategy Policy CS8(5) states that 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. However, the original 1979 planning permission for the site provided no requirement for affordable housing. Affordable housing provision for Village 6 has been provided within a section 106 agreement signed for the Sandhill development, with a total of 4 bungalows and 18 discount for sale dwellings. A total of 8 discounted properties have been built on the Hazeldene development to the north of the application site with a further 4 bungalows for a registered affordable housing provider currently being built. The remaining 10 affordable housing plots will be provided in the forthcoming phase of development closest to the village centre facilities.

23. Taking into account the guidance set out in paragraphs 7, 17 and 50 of the NPPF and the guidance set out in the Council's Core Strategy Policy CS8(5) the proposal is deemed to be in accordance with policy. Furthermore, the 1979 outline planning permission for the site, the approved 2002 master plan, development briefs for villages 5 and 6 have all established the suitability of residential development on these sites. Consequently, the principle of development is considered to be acceptable, subject to the material planning considerations set out in this report.

Character of the Area

24. The policy guidance set out in section 7 of the National Planning Policy Framework (NPPF) requires good standards of design, paragraph 56 in particular attaches great importance to 'the design of the built environment' to ensure development contributes 'positively to making places' and 'encourages a high quality of design.' The NPPF guidance in paragraph 58 re-iterates the requirement that development should be visually attractive, provide appropriate landscaping, create safe and accessible environments with a strong sense of place while providing an attractive and comfortable place to live.
25. The guidance set out in Core Strategy Policy 3(8) states that 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'.
26. The proposed scheme has been designed to follow the principles set out in Government Guidance 'Manual For Streets' (MfS) which include providing active frontages on roads, provision of build outs, varying surface treatments and the inclusion of trees along the highway.
27. The proposal is for two separate residential developments with thirteen different house types including a mixture of integral and detached garages. The Sandview development to the west comprises of larger executive style detached 2 and 2.5 storey properties and the Sandgate development to the east comprises of a mixture of 2, 2.5 and 3 storey semi-detached and detached properties. The 3 storey properties have been sympathetically located within the development to limit the potential impact on the amenity of the neighbouring properties.
28. The character and appearance of the street scene has been improved by including additional tree planting and build outs within the overall design. The overall scale and mass of the dwellings are considered to fit in with the design and scale of other residential developments approved within Ingleby Barwick and as such the proposed development is

not considered to have a significant impact in terms of the visual amenity on the street scene.

29. Landscaping provision within the Sandgate development includes a tree lined boulevard located between the development and The Rings and hedging to be located to the frontages of the properties that face towards The Rings. The existing hawthorn hedge located along the northern boundary of the Sandgate development will be retained with additional hedgerow being planted within any gaps.
30. Along the northern, western and southern boundaries of the Sandview Development a beech hedgerow will be planted to soften the views of the development and provide a buffer to the cycleway/footpath which will run along the northern boundary of the site. The implementation of hedgerow planting in this location is in accordance with the character sketches in the development brief. Additional tree planting will be located within the frontages of properties on the boundary of the site, particularly along the western boundary to provide additional screening of the development from the River Valley.
31. To the north of the Sandview development an additional section of 1 metre wide hedgerow will be placed along the proposed cyclepath/footpath/bridleway to provide a natural buffer between the bridleway and the pedestrian footpath.
32. The Council's Landscape Architects have commented that the landscaping plans for both housing developments are considered acceptable subject to specific details of the trees and shrub types being provided along with a long term maintenance plan. Conditions have been placed on the application to ensure the details and maintenance of the soft landscaping works are provided.
33. To the south of the Sandview development is a forest dene area. Two new footpath/cycle path links will be created to link the Sandview development to the Dene and the Sandhill Development to the south. Although the Dene area falls outside the proposed application site and does not form part of this application site it is owned by the applicant and the long term management of the Dene area has been considered as part of this application. The applicant has agreed to enter into a section 106 agreement to ensure either the private management of the Dene area or that this area to be transferred to the council, which will provide a link to the Tees Heritage Park Initiative. The Landscape Management Plan agreed through the s106 agreement will include details of the connection of the two new cycleways to the approved highway network at the approved Sandhill site located to the south.
34. Although outside of the proposed application site, there is a landscape mound to be located along the western boundary of the previously approved Sandhill development (13/0453/REM) which is currently owned by the applicant. To ensure the long term management of this landscape mound area it has been considered as part of this application and has been included within the landscape management plan agreed through the s106 agreement.
35. A separate footpath link will be provided to the north–west of the Sandview development to link the development to the proposed cycle /footpath which will run along the northern boundary of both development sites.
36. Both the Sandgate and Sandview development includes fastigated or smaller tree planting

to the frontages of properties throughout the site. The Council's Landscape Architect has commented on the internal landscaping within the development and considers the proposed landscaping to be acceptable.

Amenity:

37. Externally, the proposed development exceeds the Council's minimum separation distances of either 11 or 21 meters and it is not considered that the proposed development will be overbearing, cause a significant loss of daylight or loss of privacy to the neighbouring occupiers.
38. The internal relationships between the proposed housing also largely accord with the council's minimum separation distances and future residents of the proposed development are considered to have acceptable levels of privacy and residential amenity.
39. The proposal includes several public footpaths which run along the boundaries of the housing sites, in particular the footpath which will be located along the western and southern boundary of the Sandview site. It is not considered that the activities associated with these footpath (including limited vehicular movements along Barwick Lane) will have any significant impacts on the residents of the surrounding properties. To ensure the proposed lighting is acceptable and has no adverse impacts on the proposed housing, a condition is recommended which will require that details of the lighting provision for the developments should be submitted to the Local Authority for approval.
40. In order to protect neighbouring residential properties from significant amounts of noise disturbance in the medium terms a planning condition has been imposed to restrict the hours of construction activity and delivery of materials to 8.00 a.m. - 6.00 p.m. on weekdays, 9.00 a.m. - 1.00 p.m. on a Saturday with no Sunday or bank holiday working. Restrictions are also proposed on permitted development rights given the tight knit nature of the residential development. Such controls will help to ensure that future extensions and alterations to properties do not cause significant harm to the amenity of the neighbouring residential properties.
41. The Police's Architectural Liaison Officer has considered the application and commented that the submitted design and access statement does not reference the security or Secured by Design. Although the Design and Access statement does not specifically mention security the Secured by Design principles have been considered as part of the development of the site with the overall design of both sites following a similar pattern to previous developments within Ingleby Barwick and there are considered to be no significant impacts on terms of security for these housing developments.

Highway Safety:

42. The principle of the development, including the highway impact and necessary mitigation was agreed through the outline planning consent and the subsequent masterplan. Both sites will be accessed off The Rings, a road which connects with Queen Elizabeth Way to the north and Myton Road, via the 'Sandgate roundabout' to the south which is considered acceptable.
43. The Sandview development will be located 75 metres south of The Rings. A key consideration as part of the Sandview development is maintaining the vehicular access to Barwick Farm which at present, runs along the northern boundary of the Sandview development. Both the outline planning permission and the 2002 masterplan approved the

conversion of the existing farm access road into a footpath and cycleway route with a new farm access to be provided through the Sandview residential development.

44. The Head of Technical Services has commented that the main vehicle access for the farm will be through the estate with the estate road having been widened to 5.5 metres to facilitate residential traffic and the general traffic for the farm. A link spur farm access road of 4 metres width will be provided to the north-east corner of the Sandview Development which will have a private gated access for the farm. Concerns have been raised that the access road should be widened to 4.5 metres and that there should be a demarcation from the estate road to the link farm access road. However, the Head of Technical Services considers the 4 metres width to be acceptable for farm vehicular traffic as the maximum width of a farm vehicle permissible on a public road is 2.55 metres unless under special circumstances. The Head of Technical Services has commented that as the width of the farm link road reduces to 4 metres from the estate road width of 5.5 metres this is a clear demarcation of the farm access link road which will discourage other users parking or utilising the link road. A section 38 agreement will be entered into regarding the detailed design of the link spur road, which is separate from planning legislation.
45. The Head of Technical Services has requested that a secondary access along the footpath/cycleway/bridleway be retained for use by the larger farm vehicles. This would be controlled via a demountable bollard for which the farm owner would have a key and control over to discourage general traffic using the track. It is expected that the majority of the time, this access track will be utilised as a cycleway/footpath with the farmer using the traffic control methods when HGV access is required. The design details of the bollard control and signage for the secondary farm access will be controlled through the landscape management plan which forms part of the section 106 agreement with the final details to be approved by the Local Authority prior to the occupation of the development.
46. The proposed bridleway will be 3.5 metres wide along the majority of the length with two 2 metre wide passing places and a 1 metre high hedge dividing the bridleway and the pedestrian footpath (drawing SV-001 REV G). Comments have been received that the width of this bridleway should be wider than 3 metres to accommodate farm implements which are over 3 metres in width and that there should be more than 2 passing spaces. The Head of Technical Services has assessed the proposal and consider that the width of the bridleway is sufficient to serve occasional farm vehicles and that as the access road follows a straight alignment, visibility along the track is good and the provision of two passing places is considered sufficient. The Head of Technical Services has commented that it would be preferable for there to be the occasional break in the hedge located between the bridleway and the footpath to allow pedestrians to walk through onto the footpath from the bridleway if a farm vehicle approaches.
47. The proposed bridleway will link to an existing bridleway located to the west of the site. Although there are no legal restrictions in terms of the bridleway being utilised by farm vehicles, it would be advisable for the farmer to obtain the written consent of the developer to the use of the bridleway by farm vehicles.
48. The Head of Technical Services has commented that the parking provision for both developments is acceptable. Although in some cases the drive lengths are reduced to 5 metres, the applicant has confirmed that all driveways on the Sandview development will be a minimum of 5 metres and all integral garages will feature non-protruding roller shutter doors, in such circumstances.

49. The Head of Technical Services has commented that residents should not be required to carry waste/pull their bins more than 30 metres for collection and where properties are located within cul-de-sacs with driveways of over 30 metres, the applicant has provided bin collection points (drawing SV-001G).
50. The Head of Technical Services has stated that a condition be placed on the application that all construction accessing the development during the construction phase should access the development from the southern access to the Rings to ensure existing residents remain unaffected.
51. Given the above and in the absence of any objection from the Head of Technical Services, it is not considered that the proposed development poses any significant threat or harm to highway safety.

Flood risk and Sustainable Drainage

52. The Sandgate development will discharge directly into the existing surface water sewer in the distributor road of The Rings, which have been designed to accept unrestricted flows from the development and sewers. Details of the surface water drainage is set out in a Section 104 agreement between the applicant and Northumbrian Water.
53. The topography of the Sandview development site means the northern section of the development will discharge into the existing sewers on The Rings, at the designed unrestricted rates. Again the sewers in this section of The Rings are subject to a Section 104 agreement for which the sewers are maintained and inspected by Northumbrian Water as part of the adoption process. The Council's Flood Risk manager has commented that there is an ordinary watercourse running at the periphery of the Sandview site and as the site is elevated and slopes towards the watercourse there is no history of flooding to the site. They have advised that the development should provide adequate surface water drainage and a planning condition has been imposed to ensure satisfactory details are provided in this regard.

Ecology

54. The original outline permission did not provide any provision for an ecology surveys to be completed on the site. The applicant has undertaken an ecological walkover survey in January 2014 which concluded that both sites were of low ecological value and the development of both sites would have a predominantly low significance with the loss of semi-mature trees being of local significance with the loss of nesting opportunities in the Sandgate site being for species which are common to the local area.
55. Whilst comments have been received from Natural England they have commented that they have not assessed the application in terms of the protected species and therefore their standing advice should be used to assess the application. Under the standing advice guidelines, the proximity of the Sandview site to the Dene area and associated stream means the impact in terms of water voles and otters should be considered.
56. However, in order to provide a full assessment with regards to protected species, the advice of the Tees Valley Wildlife Trust (TVWT) has been sought. They have advised that they consider the potential for either water voles or otters in the dene and stream area to be rare. They consider that Water voles and their habitats would only be impacted on if development was within 5 metres of the riverbank.

57. In terms of Otters, whilst they are present within the River Tees, they are not known at this location and TVWT have confirmed that there are no protected species recorded on either of the development sites. Consequently it is not considered that the proposal offers any significant threat or harm to protected species that would cause significant conflict with planning policies or guidance.

Archaeology

58. Tees Archaeology has commented that since the application has been submitted an archaeological geophysical survey and trial trenching has taken place at both sites. They understand that no significant archaeological deposits were found and that no further archaeological works will be needed.

Residual matters

59. Although an objection has been received in relation to the impact of the proposal on Pennal Grove, these concerns are in relation to a previous reserved matters planning approval for the Sandhill development which was approved earlier this year (13/0453/REM) although the concerns are noted, these two sites are a significant distance from Penal Grove and it is not considered the proposals have any significant impacts on these residents.

60. A comment has been received that a livestock fence should be located between the Sandview development and the farm land before site works commence. The installation of the livestock fence to the side of the development is a civil issue between the farmer and the developer and does not form part of this application. However, the applicant has confirmed that the livestock fence will be completed prior to the commencement of the site works.

CONCLUSION

61. In conclusion, the proposed development is on an area of land that already has the benefit of an extant outline planning permission for residential development approved in 1979 and therefore the principle of development in this location has been established. Both housing developments have been designed in accordance the guidance set out the National Planning Policy Framework, Saved Core Strategy Policies CS2, CS3, CS6, CS7, CS8, CS10 and CS11 and saved local plan policies HO1 and HO13.

62. Furthermore the proposed development is not considered to have any significant impacts on the character of the area or the amenity of residents with the proposed housing design for both estates being in-line with previous housing developments within Ingleby Barwick along with the provision of acceptable landscaping both internally within the sites and around the surrounding site boundaries.

63. In terms of highway safety, the applicant has provided the required parking provision within both sites and has ensured that within the Sandview housing development the main farm access has been provided, with an additional farm access being provided for the larger farm vehicles along the bridleway to the north of the Sandview development.

64. Further consideration has been given for the long term management of the Dene area to the south of the Sandview development along with the maintenance of the public open

space area within the housing developments with a section 106 agreement to be entered into between the applicant and the Council.

65. The proposed development is therefore considered to accord with the relevant local and national planning guidance and it is recommended that planning consent be granted with conditions for the reasons specified above.

**Corporate Director of Development and Neighbourhood Services
Contact Officer Miss Debra Moody Telephone No 01642 528714**

WARD AND WARD COUNCILLORS

**Ward Ingleby Barwick West
Ward Councillor Councillor K Dixon**

**Ward Ingleby Barwick West
Ward Councillor Councillor R Patterson**

**Ward Ingleby Barwick West
Ward Councillor Councillor David Harrington**

IMPLICATIONS

Financial Implications.

Section 143 of the Localism Act and planning obligations as set out in the report. The Council may also receive monies from the sale of the site.

Environmental Implications.

As report.

Community Safety Implications.

Section 17 of the Crime and Disorder Act 1998 has been taken into account in preparing this report and it is not considered the proposed development would not be in conflict with this legislation.

Human Rights Implications.

The provisions of the European Convention of Human Rights 1950 have been taken into account in the preparation of this report and the proposed development will not contravene these human rights.

Background Papers.

**National Planning Policy Framework (NPPF)
Stockton on Tees Core Strategy
Stockton on Tees Local Plan
Supplementary Planning Guidance 2 –Householder Extension Guide
Supplementary Planning Document 3 - Parking For Developments (SPD3)**