

DELEGATED

AGENDA NO

PLANNING COMMITTEE

1 APRIL 2014

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

13/0342/EIS

Land at Wynyard Village,

Outline application for the construction of up to 500 houses, Primary School (inc Sport Facilities) and nursery, Retail Units (up to 500 sqm), Doctors Surgery, Community Facilities, access and associated landscaping, footpaths and open space (all matters reserved).

Expiry Date : 13 May 2013

SUMMARY

This application was originally submitted for Outline Planning permission for up to 650 dwellings but the number of dwellings has been reduced to up to 500 dwellings. This application is one of three applications in the Wynyard area, the others comprising:-

Wynyard Park Stockton application – originally submitted for 1,000 dwellings and associated facilities which has now been reduced to up to 400 units (App. Ref. 12/2784/OUT).

Wynyard Park Hartlepool application – originally submitted for 603 dwellings and 101,858 sqm of commercial floorspace and associated facilities which has reduced the number of dwellings to up to 200 units (App. Ref. H/2013/0033);

To enable the major highway issues relating to the Trunk Road Network to be resolved there has been on-going discussions between the respective developers (Wynyard Park Ltd and Cameron Hall Developments), the two local authorities, the Highways Agency and the Department for Communities and Local Government advisory agency 'ATLAS' (Advisory Team for Large Applications).

The 3 application sites are shown in Appendix 1.

One of the main issues was the potential impact of the developments on the local and strategic highway networks and after very detailed and extensive highway modelling found that no more than 1,100 dwellings could be delivered within this area without major highway mitigation being required on the A19 with substantial cost implications. As a result it was agreed to reduce the total number of dwellings across all three developments to a combined total of 1,100 units.

This application seeks Outline Planning permission for up to 500 dwellings; a primary school, ancillary retail facilities, community facilities and Doctors surgery with associated open space and landscaping on land at Wynyard Village. The application is in outline with all matters reserved. The application proposal is, therefore to establish the principle of the development.

A Design and Access Statement, an Illustrative Masterplan and a Parameters Plan have been prepared to demonstrate the layout and design principles for the site.

The main planning considerations of this application are the compliance of the proposal with national and local planning policy, the principle of housing development, sustainability of the site, the impacts upon the character and appearance of the area and Wynyard Park, the impact on the privacy and amenity of neighbouring residents and highway operation and safety, flood risk, ecology and nature conservation and other material planning considerations.

It should be noted that the development is on an unallocated site located outside the established urban limits and such development would normally be resisted unless material considerations indicated otherwise. Development is strictly controlled within the countryside beyond these limits and is restricted to limited activities necessary for the continuation of farming and forestry, contribute to rural diversification or cater for tourism, sport or recreation provided it does not harm the appearance of the countryside. The proposal does not fall within these categories and a judgement is required whether considerations in support of the proposed development are sufficient to outweigh rural restraint policies.

A significant material consideration is the supply of housing land. The National Planning Policy Framework (NPPF) was adopted on 27 March 2012. The NPPF provides that "Housing applications should be considered in the context of the presumption in favour of sustainable development. Relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites." (para 49).

The Council has recognised that because of changing economic circumstances the housing strategy in the adopted Core Strategy will not deliver the housing requirement for the Borough. For this reason the Council decided to undertake a review of the strategy which was incorporated in to the draft Regeneration and Environment LDD preferred options consultation (2012). This document proposes a significant shift in strategic planning policy within the Wynyard area.

In order to deliver the housing requirement to 2030 the document first of all identified a number of urban extensions to the main settlements in the Borough. Given the lack of alternative options the selected strategy seeks to make Wynyard a more sustainable settlement. This strategy is identified as being delivered through the site at Wynyard Park (north of the A689) and the extension to Wynyard village, which is the subject of this application.

The five year housing supply assessment for Stockton-on-Tees is updated annually using a base date of 31 March. The Council has produced a report entitled „Five Year Deliverable Housing Supply Final Assessment: 2013 – 2018". The Report concludes that the Borough has a supply of deliverable housing land of 3.96 years.

The five year supply assessment is also being updated every 3 months on a trial basis. The third quarterly update covers the period 1st January 2014 to 31st December 2018 and concludes that the Borough has a supply of deliverable housing land of 4.37 years with a 20% buffer added (with the shortfall being 455 dwellings).

The Council cannot demonstrate a 5 year supply of housing land. The policies in the development plan that deal with housing supply are therefore to be considered out of date and the proposal must be assessed in relation to the presumption in favour of sustainable development and the tests set out in NPPF paragraph 14, namely that the application should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF as a whole.

The benefits of the application within a housing context are that it would boost significantly the supply of housing; the financial contribution towards the provision of affordable housing would contribute to reducing the annual net shortfall of affordable housing identified in the Tees Valley

Strategic Housing Market Assessment (TVSHMA) , it would make a significant contribution to the executive housing offer in the Tees Valley and that it would, if implementation begins within a five year time frame, make a significant contribution towards the five year supply of housing.

The proposal is also consistent with the Council's vision for Wynyard which is set out in the Regeneration and Environment LDD Preferred Options which envisages the delivery of sustainability benefits to the Wynyard area. The principle of residential development, is therefore, supported as such by professional officer opinion. However, this does not reduce in any way the weight that the Council attaches to any significant policy or environmental constraints that are relevant to the site. The Council attaches great weight to ensuring that the process of site allocation is an open, transparent and participatory one which allows full opportunity for comment to the wider public and other stakeholders. The preferred options stage cannot therefore, be legitimately viewed merely as a precursor to an automatic subsequent confirmation or endorsement of any draft policy including any draft site allocation policy.

There is clearly a tension between the site being released for housing development now and the core principle in the NPPF that states that planning should be genuinely plan-led. However, recent decisions by the Secretary of State suggest that this principle is being accorded less weight than the need to demonstrate a five year supply of deliverable housing sites. This is notwithstanding the fact that the Core Strategy Review is housing-delivery led and the Council is seeking to put in place a five year supply of deliverable housing sites as quickly as possible through a plan-led approach.

One of the NPPF core planning principles includes making every effort to 'identify and then meet the housing, business and other development needs of an area, and respond positively to wider opportunities for growth.' The 1st bullet point of NPPF paragraph 47 states that to boost significantly the supply of housing local plans should 'use their evidence base to ensure that their Local Plan meets the full, objectively assessed needs for market and affordable housing in the housing market area, as far as is consistent with the policies set out in this Framework, including identifying key sites which are critical to the delivery of the housing strategy over the plan period'.

As previously referenced the Council is not currently able to demonstrate a five year supply of deliverable housing sites and the TVSHMA identifies an annual deficit in the provision of affordable housing of 560 homes. It is a benefit of this application that it would contribute to the provision of market and affordable housing. This is notwithstanding the Council's preference for addressing these issues through a plan-led approach.

The proposal needs to be assessed in relation to the presumption in favour of sustainable development. Relevant Core Strategy policies include Policy CS2 - Sustainable Transport and Travel, Policy CS3 - Sustainable Living and Climate Change, Policy CS6 - Community Facilities, Policy CS8 - Housing Mix and Affordable Housing Provision and Policy CS10 - Environmental Protection and Enhancement. It is clearly a benefit of the proposal that it would boost significantly the supply of housing and responds positively to an opportunity for growth.

Other material considerations have been considered in detail and the development as proposed is considered to be acceptable in terms of highway safety, it does not adversely impact on neighbouring properties or the ecological habitat and flooding.

Having carefully weighed all the above considerations in the planning balance, it is considered that the proposal would not be premature or prejudicial to the Local Planning Authority's work on the Regeneration and Environment DPD which seeks to properly compare the long term sustainable alternative locations for housing developments and give local residents an opportunity to influence the planning of their own communities. It is considered that the application site is a sustainable development and the presumption in the NPPF that Planning should operate to encourage and not act as an impediment to sustainable growth must be applied. Significant weight is required to be

placed on the need to support economic growth through the planning system. As indicated in the main report the Local Planning Authority's policies for the supply of housing cannot be considered up-to-date as it cannot be demonstrated that there is a five-year supply of deliverable housing sites.

The Local planning authority is responsible for evaluating the Environmental Statement to ensure it addresses all of the relevant environmental issues and that the information is presented accurately, clearly and systematically. It is considered that the authority has in its possession all relevant environmental information about the likely significant environmental effects of the project to make a decision whether to grant planning permission.

External consultees have also confirmed that they are satisfied with the information submitted adequately addresses the impacts of the proposal and identifies appropriate mitigation.

It is considered the proposal would not give rise to any adverse impacts which would significantly and demonstrably outweigh the benefits when assessed against the policies in the NPPF. It is considered that approval of this application is not so significant to the outcome of the Core Strategy Review of housing options that planning permission should or could be reasonably withheld. The application is accordingly recommended for Approval.

RECOMMENDATION

That planning application 13/0342/EIS be approved subject to the applicant entering into a Section 106 Agreement in accordance with the Heads of Terms below or such other Heads of Terms, or variations to those referred to below, as may be deemed appropriate by the Head of Planning, and the following conditions and informatives.

In the event of the legal agreement having not been signed by 31 July 2014 that the application be refused.

SECTION 106 AGREEMENT

Heads of Terms

Highway Mitigation

Table 1 below details the highway mitigation measures needed for the cumulative developments of the applications 12/2748/OUT, 13/0342/EIS, H/2013/0033 and the hospital development (H/2013/0479). Should the hospital development proceed the measures will be built out by the NHS Foundation Trust, but the section 106 agreement for this application (12/2748/OUT) will require the owner to meet all or some of the measures should the hospital not proceed or should the requirements for the hospital mitigation change. The requirements for some or all of the mitigation measures will also be dependent on whether the other developments commence and will need to be reflected in the agreement.

Detailed drawings of the requirements to upgrade the existing roundabouts shown in Table 1 to signalised junctions (to reflect the position above) should be submitted to and approved in writing by the Local Planning Authority and should be implemented in accordance with the timescales shown below, unless an alternative scheme for junction improvements works is agreed in writing with the Local Planning Authority. Thereafter these works should be retained for the lifetime of the development unless some variation is approved in writing by the Local Planning Authority.

Table 1:

Junction	Trigger point for submission and approval of detailed drawings	Trigger point for completion of the works
Junction 3 – The Wynd	Prior to the first occupation of the [100] th dwelling (cumulatively across Wynyard Park and Wynyard Village) or App. Ref. H/2013/0033 (whichever is sooner).	Prior to the first occupation of the [200] th dwelling (cumulatively across Wynyard Park and Wynyard Village) or App. Ref. H/2013/0033 (whichever is sooner)
Junction 4 – Glenarm Road	Prior to the first occupation of the [200] th dwelling (cumulatively across Wynyard Park and Wynyard Village) or App. Ref. H/2013/0033 (whichever is sooner)	Prior to the first occupation of the [400] th dwelling (cumulatively across Wynyard Park and Wynyard Village) or App. Ref. H/2013/0033 (whichever is sooner)
Junction 5 – Wynyard Avenue	Prior to the first occupation of the [200] th dwelling (cumulatively across Wynyard Park and Wynyard Village) or App. Ref. H/2013/0033 (whichever is sooner)	Prior to the first occupation of the [400] th dwelling (cumulatively across Wynyard Park and Wynyard Village) or App. Ref. H/2013/0033 (whichever is sooner)

Public Transport

Without Hospital Option:

- **provide a shuttle service, to be procured by the developer, between the residential developments at Wynyard Village and Wynyard Park (including to the primary school, wherever built) and Billingham railway station and the Billingham Town Centre bus interchange at The Causeway as follows:**

- **from first occupation until occupation of the 200th house (across both the Wynyard Park Stockton (LPA Ref: 12/2784/OUT) and Wynyard Park Hartlepool (LPA ref: H/2013/0033) sites), the service will operate hourly between 08:00 and 10:00, and hourly between 15:00 and 18:00 from Monday to Saturday**

- **from occupation of the 200th dwelling, the service will operate the service will operate hourly between 08:00 and 10:00, two hourly between 10:00 and 15:00, and hourly between 15:00 and 18:00 from Monday to Saturday and every two hours from 08:00 until 18:00 on Sundays and Bank Holidays**

- **the bus service must be funded for five years from first occupation of the residential development or until the public transport provision proposed by the hospital becomes operational**

- **Any revenue gathered by the service would be returned to the developer to offset some of the cost of providing the service**

- **The bus service usage will be monitored by the developer and reported to the council in accordance with the Travel Plan every six months for the first three years or until the opening of any hospital at Wynyard Park (whichever is sooner). The results of the monitoring exercise will be reviewed in order to establish whether any changes to the services are required. Any review will be undertaken as part of the Travel Plan process.**

With Hospital Option

- On opening of the Hospital the Without Hospital Option bus service will cease with the exception of maintaining a service linking Wynyard Park with Wynyard Village extension, the hospital and the primary school (wherever built)
. The remainder of the bus service will be replaced by the bus services agreed through the hospital planning permission or any subsequent planning permission for a hospital at Wynyard Park.

It is proposed that the service is reviewed every six months to assess whether changes could be made to improve the commercial viability of the service as the wider vision for the Wynyard area, north and south of the A689, is realised. Any changes to the service route will be subject to written approval from Stockton and Hartlepool Borough Councils and in agreement with the service operator.

This review mechanism would allow the developer to investigate the potential to integrate the bus service with services being promoted by other developments in the Wynyard area should they be granted planning permission. The proposals include the residential developments in Hartlepool (LPA ref: H/2013/0033) and Stockton (LPA ref: 12/2784//OUT) being promoted by Wynyard Park and also the regional hospital (LPA ref: H/2013/0479) located to the north of the A689 and promoted by the NHS Trust.

Travel Plan

Prior to commencement of development, submit a Travel Plan for approval by the Local Planning Authority including a proposal to ensure the appointment of a Travel Plan Coordinator (in position from the marketing stage of the development, prior to on-site commencement) for a minimum of 10 years from the occupation of the 150th dwelling, modal split targets and measures; exit strategy; notify the Council in writing of the name, address, telephone number and email address of the person so appointed. The Travel Plan Coordinator will oversee the implementation of the Travel Plan.

Bridge

Cameron Hall developments/the owner to enter into a S278 Agreement with the Council prior to the occupation of the 50th dwelling to bring the bridge into operation before the occupation of the 200th (cumulatively across Wynyard Park and Wynyard Village) unless an alternative scheme has been submitted to and approved in writing by the Local Planning Authority).

Affordable Housing

- The affordable housing requirement is 15% of the total number of dwellings to be delivered within the boundary of the application site for the Wynyard Village Extension site (LPA ref: 13/0342/EIS)**
 - Cameron Hall developments Ltd will pay a commuted sum to SBC for use in the delivery of the agreed 15% affordable homes off site .**
 - The sum payable for each off site affordable dwelling will be calculated on the basis of the methodology outlined in the revised Draft Affordable Housing SPD 2013**
 - 50% of the contribution will be paid when 50% of the market houses on the site have been substantially completed, and the balance of the contribution will be paid when 85% of the market houses on the site have been substantially completed.**
- Agreement will be reached between the Council and CHD over the period of time within which the funds must be spent, before CHD becomes eligible for their return, with interest.**

Primary School

To apply for planning permission for a new two form entry primary school on site such school to be provided on site before the completion of the 200th dwelling on site.

Secondary School

• On occupation of the 150th, 250th, and 350th dwellings within the boundary of the application site for the Wynyard Village Extension site (LPA ref: 13/0342/EIS), pay the secondary school contribution by three equal payments

• The following formula shall be used on each occasion to calculate the contribution:

$$A = (B \times 0.2) \times \text{£}13,000 - (\text{£}13,000 \times C)$$

A = Education contribution payable on each of the three payment triggers

B = number of family homes (2 or more bedrooms) for that Phase (ie 0 to 250, 251 to 350 or 351 to 500)

0.2 = the average child yield per family home

£13,000 = the cost of a secondary school place

C = one third of the number of vacant school spaces available within the Billingham secondary schools of both Northfield School & Sports College, based on their capacity as at the date hereof being 1350 and St Michael's Catholic Academy their capacity being 875 excluding any temporary on site capacity as recorded within the Summer 2013 School Census in the year prior to the payment being made, such vacant places to be shared pro rata between all committed developments within the catchment area of the schools .

• The final contribution shall be paid on occupation of the last dwelling

The cost per place for Secondary contribution of £13,000 is the cost per place as of the date hereof but is subject to index linking and that as per Appendix B of the SPD6 that it will be subject to index linking as per the 'Tender Index published by the Building Cost Information Service'

Local Labour Agreement

• To use reasonable endeavours to ensure that 10% of the jobs on the development are made available to residents within the Target Areas

• To use reasonable endeavours to ensure that 10% of the total net value of the services and materials used in the development are provided by Businesses within the Target Areas

• To use reasonable steps to procure that any contractor and / or subcontractor nominate an individual to liaise with the Principal Project Officer Employment.

• Submit a Method Statement to the Council prior to the commencement of each Phase of the development which demonstrates that reasonable steps to be taken for each Job vacancy and opportunity for services and materials to be advertised and available to individuals and businesses within the Target Area and shall include details regarding the provision of monitoring information to be provided to the Principal Project Officer

Open Space / Play Provision

• Prior to the occupation of the 50th dwelling Public Open Space which shall include an area for active recreation must be provided in accordance with a detailed design to be first submitted to and approved in writing by the Local Planning Authority. This Public Open Space shall be maintained at the applicants cost in such reasonable state of condition as is commensurate with the proper enjoyment of it for its use

• Prior to the occupation of the 250th dwelling all remaining Public Open shall be provided in accordance with a detailed design to be first submitted to and approved in writing by the Local Planning Authority. This Public Open Space shall be maintained at the applicants cost in such reasonable state of condition as is commensurate with the proper enjoyment of it for its use.

Sport Provision

Prior to the completion of the facilities the owner shall submit a scheme to the local planning authority for approval detailing a community use agreement and the future maintenance and management of the facilities and shall thereafter be maintained and managed in accordance with the approved scheme.

Highways and Estate Roads

- ***The applicant shall enter into a S38 for any landscaping that forms part of the adopted highway and this should be maintained in accordance with the maintenance schedule set out in SPD2 .***
- ***To ensure that the estate roads and associated highway infrastructure of the development are constructed and maintained to adoptable standards***

Biodiversity Off-setting

Cameron Hall Developments will make a one-off commuted sum payment to Stockton Borough Council to a total of £379,109 in respect of off-site biodiversity offsetting measures. These will be phased as follows:

- £42,500 on completion of 50th dwelling***
- £85,000 on completion of 150th dwelling***
- £85,000 on completion of 250th dwelling***
- £85,000 on completion of 350th dwelling***
- £81,609 on completion of 450th dwelling***

Contributions to be index linked to reflect changes in the Retail Price Index.

The commuted sum will be used by Stockton Borough Council to compensate for the loss of natural habitat within the development site through the delivery of new and enhanced habitats within the Borough, including:

- ***Thinning and other management of mixed plantation woodlands***
- ***Creating lowland meadow from amenity grassland***
- ***Restoration of existing meadow***
- ***Pond / wetland creation***

Specific site for the thinning/management of mixed plantation woodlands have been identified as follows,

Honey Pott Wood
Stillington Forest Park
Greens Beck
Thornaby Woods

Specific sites for meadow creation, meadow restoration and pond/wetland creation will be determined by Stockton Borough Council.

Previous Permissions

Cameron Hall Developments Ltd will not seek to implement the remaining 34 dwellings approved under Approval H/FUL/0574/99.

Community facilities

- ***Prior to the occupation of the 300th dwelling, the local centre comprising Doctors Surgery, Community hall/facility and small scale local shop units must have been constructed in accordance with a detailed design to be first submitted to and approved in writing by the***

Council and be available for occupation with a requirement to manage and maintain the facilities for public use where applicable.

Cycleway link

To enter into a s278 agreement with the council prior to the occupation of the [50]th dwelling for the construction of a cycleway link between the development and the bridge and (subject to the cycleway being constructed by the NHS Foundation Trust pursuant to the development of the Hospital) a cycleway from the bridge to the cycleway network south of the A689 via a backroute from Wolviston to connect to the existing adopted highway [on Wynyard Road] and to bring the cycleway link into operation before the occupation of the 200th dwelling.

CONDITIONS:

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

Plan Reference Number	Date on Plan
N81-2192PL01	11 February 2013
N81-2192PL02 Rev D	21 February 2014

Reason : To define the consent.

02. Application for the approval of reserved matters shall be made to the Local Planning Authority before the expiration of five years from the date of this permission.

Reason: By virtue of the provisions of Section 92 of the Town and Country Planning Act 1990.

03. The development hereby permitted shall be begun either before the expiration of five years from the date of this permission, or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the latest.

Reason: By virtue of the provisions of Section 92 of the Town and Country Planning Act 1990.

04. Prior to commencement of development a Phasing Programme shall be submitted to and approved in writing by the Local Planning Authority which shall identify the phasing of infrastructure, landscaping, public open space, accesses and residential areas of the development hereby approved. Thereafter the development shall be undertaken in accordance with the Phasing Programme.

Reason: To ensure the co-ordinated progression of the development and the provision of the relevant infrastructure to each individual phase.

05. Approval of details of the access, appearance, layout and scale of the buildings and landscaping of the site shall be in accordance with the details to be submitted to and approved by the Local Planning Authority before the development commences.

Reason: To reserve the rights of the Local Planning Authority with regard to these matters.

06. The development shall be implemented in general conformity with the approved Design and Access Statement and Parameter Plan submitted with the planning application.

Reason: To ensure that the Reserved Matters for the access, appearance, layout and scale of the buildings and landscaping to be submitted are in accordance with the approved Design and Access Statement and to enable the Local Planning Authority to satisfactorily control the development.

07. Within each phase, details of all external finishing materials including roads and footpaths and all hard landscaped areas shall be agreed with the Local Planning Authority before that phase of the development is commenced. Thereafter the development shall be implemented in accordance with the approved detail.

Reason: To reserve the rights of the Local Planning Authority with regard to these matters.

08. Within each phase, all means of enclosure, public art and street furniture associated with the development shall be submitted to and approved in writing by the Local Planning Authority before that phase of the development commences. Such means of enclosure, retention and street furniture as agreed shall be erected before the development hereby approved is occupied.

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

**09. The total development hereby approved shall not exceed the following maxima:
Up to 500 Residential dwellings (C3 Use Class)
Up to 500 Sq.m. of Retail use (A1-A5)**

Reason: To ensure a satisfactory form of development.

10. Within each phase development shall not be commenced until details of the lighting columns, light colour and luminance have been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented as approved.

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

11. Within each phase, no development shall take place until the Local Planning Authority has approved a report provided by the applicant identifying how the predicted CO2 emissions of the development will be reduced by at least 10% through the use of on-site renewable energy equipment or design efficiencies. The carbon savings which result from this will be above and beyond what is required to comply with Part L Building Regulations. Before the development is occupied the renewable energy equipment or design efficiency measures shall have been installed and the local planning authority shall be satisfied that their day-to-day operation will provide energy for the development for so long as the development remains in existence.

Reason: In the interests of promoting sustainable development.

12. Within each phase, no Development shall be commenced until the Local Planning Authority has approved in writing the details of arrangements for the setting out of the Public Open Space and play facilities by the developer in accordance with the Open Space, Sport and Recreation Supplementary Planning Document as part of the development, and such arrangements shall address and contain the following matters:

A) The delineation and siting of the proposed public open space

B) The type and nature of the facilities to be provided within the public open space including the provision of play equipment for all age groups including young children and

teenagers which shall be supplied and installed to a specification as agreed by the local planning authority.

C) The arrangements the developer shall make to ensure that the Public Open Space is laid out and completed during the course of the development

D) The arrangements the developer shall make for the future maintenance of the Public Open Space

E) The open space shall be completed in accordance with the approved scheme and phasing arrangements as agreed by the local planning authority.

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

13. Within each phase, no development shall occur until the design and layout of the road, footpaths and cycleways has been agreed with the Local Planning Authority. Thereafter the roads, footpaths and cycleways shall be implemented as agreed unless otherwise agreed with the Local Planning Authority

Reason: To ensure roads, footpaths and cycleways are designed in accordance with good practice and appropriate connectivity is provided for each phase of development

14. Within each phase, a detailed scheme for landscaping and tree and/or shrub planting and grass including planting and construction techniques for pits in hard surfacing and root barriers shall be submitted to and approved in writing by the Local Planning Authority before the commencement of that phase of the development. Such a scheme shall specify stock types, stock sizes and species, planting densities; inter relationship of planting, layout contouring, drainage and surfacing of all open space areas. The works shall be carried out in the first planting and seeding season following the occupation of the buildings or the completion of the development whichever is the sooner and any trees or plants which within a period of five years from the date of planting die, are removed, become seriously damaged or diseased shall be replaced in the next planting season with others of a similar prior attained size and species unless the Local Planning Authority gives written consent to any variation.

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

15. Within each phase no development shall take place until a hard and soft landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas, other than small privately owned domestic gardens, shall be submitted to and approved by the Local Planning Authority prior to the commencement of that phase of the development, Landscape maintenance shall be detailed for the initial 5-year establishment 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.

16. For each phase, no development shall take place until details of the means for the storage and disposal of refuse have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be implemented in accordance with the approved scheme.

Reason: To ensure a satisfactory form of development.

17. Prior to the commencement of each phase of development, details of the existing and proposed levels of the site including the finished floor levels of the buildings to be erected

and any earth retention measures (including calculations where such features support the adopted highway) shall be submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

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

18 No construction/building works or deliveries shall be carried out except between the hours of 8.00 am and 6.00 pm on Mondays to Fridays and between 9.00 am and 1.00 pm on Saturdays. There shall be no construction activity including demolition on Sundays or on Bank Holidays, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the development does not prejudice the enjoyment of neighbouring occupiers of their properties.

19. No development shall commence until a scheme for the protection of trees (Section 7, BS 5837:2005) has been submitted to and approved in writing by the Local Planning Authority. The requirements of Stockton-on-Tees Borough Council in relation to the British Standard are summarised in the technical note ref INFLS 1 (Tree Protection). Any such scheme agreed in writing by the Local Planning Authority shall be implemented prior to any equipment, machinery or materials being brought to site for use in the development and be maintained until all the equipment, machinery or surplus materials connected with the development have been removed from the site.

Reason: To protect the existing trees on site that the Local Planning Authority consider to be an important visual amenity in the locality which should be appropriately maintained and protected.

20. Any part of the development which is to be used for residential purposes shall achieve a minimum of Level 4 of the Code for Sustainable Homes unless otherwise agreed in writing with the Local Planning Authority or any other equivalent Building Regulation rating at the time of the submission of the application for reserved matters.

Reason: In order to minimise energy consumption in accordance with Stockton-on-Tees Adopted Core Strategy policy CS3 and in the interest of compliance with National Planning Policy Framework.

21. All ecological mitigation measures within the Extended Phase 1 Habitat Survey Wynyard Village Extension Delta-Simons shall be implemented in full in accordance with the advice and recommendations contained within the document.

Reason: To conserve protected species and their habitat

22. Prior to the commencement of any works which may affect great crested newts and or their habitat, a detailed mitigation and monitoring strategy should be submitted to, and approved in writing by the local planning authority. All works should then proceed in accordance with the approved strategy with any amendments agreed in writing.

Reason: To conserve protected species and their habitat

23. The development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) by iD civils and the following mitigation measures detailed within the FRA:

1. Limiting the surface water run-off generated by the impermeable areas to the existing greenfield run off rate so that it will not exceed the run-off from the undeveloped site and not increase the risk of flooding off-site. Details will be required of where and at what rate each discharge will be made.

The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

Reason : To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site.

24. No development shall take place until a scheme for the provision and management of a 5 metre wide buffer zone alongside the watercourse shall be submitted to and agreed in writing by the local planning authority. Thereafter the development shall be carried out in accordance with the approved scheme and any subsequent amendments shall be agreed in writing with the local planning authority. The buffer zone scheme shall be free from built development including lighting, domestic gardens and formal landscaping; and could form a vital part of green infrastructure provision. The schemes shall include:

***plans showing the extent and layout of the buffer zone**

***details of any proposed planting scheme (for example, native species)**

***details demonstrating how the buffer zone will be protected during development and managed/maintained over the longer term including adequate financial provision and named body responsible for management plus production of detailed management plan; and details of any proposed footpaths, fencing, lighting etc.**

Reason: Development that encroaches on watercourses has a potentially severe impact on their ecological value. Land alongside watercourses is particularly valuable for wildlife and it is essential this is protected.

25. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, a remediation strategy detailing how this unsuspected contamination shall be dealt with. The remediation strategy shall be implemented as approved.

Reason: Unexpected contamination may exist at the site which may pose a risk to human health and controlled waters

26. A Construction Management Plan shall be submitted and agreed, prior to the commencement of development on each phase, with the Local Planning Authority to agree the routing of all HGVs movements associated with the construction phases, effectively control dust emissions from the site remediation works, this shall address earth moving activities, control and treatment of stock piles, parking for use during construction and measures to protect any existing footpaths and verges, vehicle movements, wheel cleansing, sheeting of vehicles, offsite dust/odour monitoring and communication with local residents.

Reason: In the interests of the occupiers of adjacent and nearby premises

27. 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.

28. A) No development shall take place/commence until a programme of archaeological work including a Written Scheme of Investigation has been submitted to and approved by the local planning authority in writing. The scheme shall include an assessment of significance and research questions; and:

- 1. The programme and methodology of site investigation and recording**
- 2. The programme for post investigation assessment**
- 3. Provision to be made for analysis of the site investigation and recording**
- 4. Provision to be made for publication and dissemination of the analysis and records of the site investigation**
- 5. Provision to be made for archive deposition of the analysis and records of the site investigation**
- 6. Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation.**

B) No development shall take place other than in accordance with the Written Scheme of Investigation approved under condition (A).

C) The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under condition (A) and the provision made for analysis, publication and dissemination of results and archive deposition has been secured.

Reason : In the interests of the preservation of any archaeological remains.

29. 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 in writing 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.

30. Notwithstanding the proposals detailed in the Design and Access Statement/submitted plans no phase of development shall commence until shade assessment drawings, detailing how the existing trees and the proposed planting will impact upon the proposed residential dwellings, are submitted and approved in writing by the Local Planning Authority. The approved development phase shall be carried out in full accordance with the findings of shade assessment drawings.

Reason: To ensure satisfactory landscaping is provided without any adverse loss of amenity and to ensure the long term maintenance of the buffer planting zones and existing planting.

31. Before the first dwelling is occupied, vehicular and pedestrian access connecting the proposed development to the public highway shall be constructed to the reasonable satisfaction of the Local Planning Authority.

Reason ; To ensure a satisfactory form of development.

32. No development permitted by this planning permission shall be commenced until details of a scheme for the provision of surface water management has been submitted to and approved in writing by the Local Planning Authority. The details shall include:-

- **details of the drainage during the construction phase;**
- **details of the final drainage scheme, including sustainable drainage measures proposed;**
- **provision for exceedance pathways and overland flow routes**
- **calculations in support of the proposals;**
- **a timetable of construction;**
- **a construction quality control procedure;**
- **a plan for the future maintenance and management of the system and overland flow routes.**

Reason: To prevent the increased risk of flooding and minimise the risk of pollution of surface water by ensuring the provision of a satisfactory means of surface water control and disposal during and after development.

INFORMATIVES

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

Northumbrian Water Limited Advice

Surface Water Drainage

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 2010. Namely:-

- Soakaway
- Watercourse, and finally
- Sewer

If sewer is the only option the developer should contact Niki Mather (tel. 0191 419 6603) at Northumbrian Water Limited office to arrange for a Developer Enquiry to ascertain allowable discharge points and rates.

Environment Agency Advice

Land contamination

In relation to the proposed development, in so far as it relates to land contamination, we only consider issues relating to controlled waters.

We do not consider this site a priority as there does not appear to have been any potentially contaminative previous uses, 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.

Sustainable Drainage Systems - Advice to LPA/Applicant

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

Further information on SUDS can be found in: the CIRIA C697 document SUDS manual; HR Wallingford SR 666 Use of SUDS in high density developments; CIRIA C635 Designing for exceedance in urban drainage - good practice; and the Interim Code of Practice for Sustainable Drainage Systems. The Interim Code of Practice provides advice on design, adoption and maintenance issues and a full overview of other technical guidance on SUDS. The Interim Code of Practice is available on our website at: www.environment-agency.gov.uk and CIRIA's website at www.ciria.org.uk

OTHER ADVICE

STREET TREES

The Street Trees to be offered for adoption to SBC shall be planted at a maximum of 10m centres and shall be of a stock size of 20 - 25cm girth, rootballed stock type. Trees in grass verges shall be triple staked with wire tree guards. Trees in hard surfaces would require tree grills and guards. Such details would be agreed as part of the Hard Landscape proposals submitted as part of any reserved matters application. Details of the area required for the planting of avenue trees shall be agreed as part of any reserved matters application. The construction details and planting establishment and maintenance specifications for the trees and surfaced pits would be agreed as part of the S38 Agreement for adoption.

STOCKTON BOROUGH COUNCILS OPEN SPACE, RECREATION AND LANDSCAPE SUPPLEMENTARY PLANNING GUIDE SPD 2

Sub-Neighbourhood Facility Play area

In addition to the minimum 0.6 ha kickabout area the sub-neighbourhood Facility should have a minimum of the following attributes:

A self-contained site with adequate buffer zones from equipped elements, landscaped areas and grassed areas, good natural surveillance, good access and linkages e.g. footpaths and cycle paths;

The play value (as rated by RoSPA) for a 2.5 unit site should, reflect the aspirational nature of the proposed development and should be as follows:

- Overall site: *good or above*;
- Ambience: *good or above*;
- Toddlers: *average or above*;
- Juniors: *average or above*;
- Teenagers: *good or above*.

The majority of the equipment should be metal and the safety surface grass mat (where appropriate).

Doorstep Facility Play area

In addition to the 0.6 ha kickabout area the Doorstep facility (1 unit) should have a minimum of the following attributes:

A self-contained site with adequate buffer zones from equipped elements, landscaped areas and grassed areas, good natural surveillance, good access and linkages e.g. footpaths and cycle paths;

Play equipment catering for a wide age range and DDA compliant. The site should be a mix of equipped features and 'landscape for play' concepts;

The play value (as rated by RoSPA) for a 1 unit site for Wynyard should, reflect the aspirational nature of the proposed development and should be as follows:

- Overall site: *good or above;*
- Ambience: *good or above;*
- Toddlers: *average or above;*
- Juniors: *good or above;*
- Teenagers: *good or above.*

The majority of the equipment should be metal and the safety surface grass mat (where appropriate).

CONSTRUCTION OF HIGHWAYS FOR NEW DEVELOPMENTS

The works require alterations or extensions to the existing adopted highway.

Where a development involves works requiring either improvement or alteration to the existing highway, the Developer may be required to enter into an agreement with the Council as Highway Authority under Section 278 of the Highways Act 1980. This requirement often occurs as a condition on the grant of planning permission.

As part of the new Development you may wish the Council to adopt highways (including carriageways, footways, verges, cycleways, highway drainage and street lighting) which would then be maintainable at public expense. In order to achieve this you would be required to enter into an agreement with the Council as Highway Authority under Section 38 of the Highways Act 1980.

The Council would only consider adoption provided any highways are designed and constructed in accordance with the 'Design Guide and Specification for Residential and Industrial Estates' which can be downloaded from the Stockton Council website.

It is important for Developers to appreciate that obtaining a planning consent does not imply that a layout is suitable for adoption or give permission to work on an adopted Highway.

It is recommended that the Council is consulted about any of the above at an early stage as the Council are unlikely to adopt the highway without the Developer entering into a Bond with the Council for inspecting the construction and short term maintenance of the proposed highway at regular intervals.

If you require any further information please do not hesitate to contact:

Highway Asset Manager
Highway Network Management
Stockton-on-Tees Borough Council
Technical Services
PO Box 229
Kingsway House

Billingham, TS23 2YL
Telephone: (01642) 526739
Fax Number: (01642) 361690
Email: technicalservices@stockton.gov.uk

DAMAGE TO HIGHWAY VERGE

The Developer is reminded that it is an offence to cause damage to the Highway or to deposit any item on the Highway that causes a nuisance or danger. Any damage to the Highway caused by the development must be repaired at the developer's expense. The Highway Authority will seek, wherever possible, to recover any expenses incurred repairing the Highway surfaces and prosecute persistent offenders. (Highways Act 1980 sections 131, 148, 149).

The developer should contact the Care For Your Area Highway technicians prior to any works on site to arrange an inspection of the Highway surfaces fronting the development.

CONSTRUCTION DELIVERIES

It should be ensured that, during construction, deliveries to the site do not obstruct the highway. If deliveries are to be made which may cause an obstruction to the highway then early discussion should be had with the Highway Authority on the timing of these deliveries and measures that may be required so to mitigate the effect of the obstruction to the general public.

POTENTIAL SUDS MEASURES AND MAINTENANCE IMPLICATIONS

In determining SUDS measures that can be incorporated into a surface water drainage scheme, the developer should refer to the advice given in CIRIA report C697, *The SUDS Manual*. It suggests in the FRA that SUDS techniques will be used, proposing conveyance swales and ponds. The illustrative masterplan provided in support of the application indicates a number of SUDS features, including ponds and swales.

The following is a summary of SUDS measures that may be incorporated into the drainage scheme by the developer.

Roadside Swales

Swales are shallow vegetated channels designed to convey road runoff and treat pollutants, and can be used for treatment, attenuation and storage.

There may need to be additional land take in order to provide space for swales between highways and footways. Maintenance requirements are as follows:

- Monthly inspections to identify mowing requirements;
- Monthly litter removal;
- Scarifying and spiking as required following inspection;
- Repair damaged vegetation as required following inspection.

Bio retention Areas

Bio retention areas are shallow landscaped depressed areas that are under drained and rely on enhanced vegetation and filtration to reduce runoff volumes and remove pollutants. They often rely on infiltration, but positive outfalls can be provided where ground conditions are unsuitable for infiltration.

There may need to be additional land take in order to provide space within footway for bio retention areas, although often these areas can form part of the general landscape strategy. They rely on small catchment areas to avoid clogging. Maintenance requirements are as follows:

- Monthly inspections;
- Weed control, as required, following inspections;
- Annual replacement of top mulch layer;
- Replace damaged vegetation, as required following inspection;

- Spiking or scarifying every 3 years.

Ponds

Ponds are basins that embody a permanent pool of water in the base. These may be formed within natural depressions or formed by excavation. The permanent pool provides the required treatment with temporary storage above providing flood attenuation for the required rainfall events.

The development indicates a number of green spaces, and it may be possible to incorporate ponds into these green spaces that would provide both amenity and SUDS benefits. Maintenance requirements are as follows:

- Monthly inspections to determine frequency of maintenance activities;
- Grass cutting following inspection, if required;
- Bank clearance annually following inspection, if required;
- Manage and repair landscaping following inspection, as required;
- Forebay sediment removal, as required;
- Sediment removal from main pond area, typically 25 years or greater.

Basins

Basins are either naturally occurring vegetated depressions, or excavated depressions in the ground designed to retain surface water runoff for the required period of time to allow treatment and attenuation to take place.

If it is not appropriate to have permanent bodies of water incorporated into the green spaces, then shallow basins that only fill during periods of heavy rainfall may still be possible. Maintenance requirements:

- Monthly inspections to determine frequency of maintenance activities;
- Grass cutting following inspection, if required;
- Bank clearance annually following inspection, if required;
- Manage and repair landscaping following inspection, as required.

Private SUDS measures

In addition to the above, and in accordance with Building Regulations Approved Document H3, 2.6-2.13, the developer should consider the use of permeable surfacing to driveways and other private paved areas, or draining these areas onto/into soft landscaping in preference to a positive outfall. Permeable surfacing could comprise blockwork, or gravel driveways with flagged wheel tracks. Whilst underlying ground conditions may still result in some run-off from these areas, permeable surfacing may provide benefits in terms of attenuation and water quality improvements.

ADDITIONAL FLOOD RISK MANAGEMENT ISSUES TO CONSIDER

Development Phasing

The drainage strategy for the whole development should be planned such that it isn't reliant on future phases, should the development be constructed in a phased manner.

The philosophy of SUDS is that surface water is managed as close to source as possible. The incorporation of swales, ponds and basins alongside highways and in open green spaces will contribute towards a surface water drainage system that follows this philosophy.

The provision of SUDS throughout the development, rather than relying on an end of pipe solution such as the pond, should reduce the volume required for the pond.

Adoptability

SBC highways have confirmed that they are not averse to the use of SUDS features such as swales and ponds. As part of their surface water drainage strategy, the developer should prepare a SUDS management and maintenance strategy to be discussed and agreed with SBC.

The design of the drainage system should be carefully considered and discussed with both SBC and Northumbrian Water (NW), in order to ensure that the provision of elements within the system does not compromise the adoptability of other elements (for example, any piped systems that would be offered to NW for adoption under a Section 104 agreement).

Particular elements of the drainage system, together with where the potential adopter of each element are summarised in the table below:

Drainage Element	Potential Adopter
Piped surface water drainage from buildings and highways, including oversized pipes used for storage	Northumbrian Water
Piped surface water drainage taking only run-off from highways and/or footways	Local Authority
Roadside swales	Local Authority
Bio retention areas	Local Authority
Ponds and basins	Local Authority/Private management company on behalf of developer

Private SUDS measures would be maintained by the relevant home owners.

SITE AND SURROUNDINGS

1. The application site extends to approximately 85.6 ha and comprises a mix of agricultural land and mature coniferous plantations lying north west of Wynyard Hall. It is bounded by Wynyard village to the north and east, the Castle Eden Walkway to the west and to the south by further farmland and woodland, forming part of the Registered Park and garden associated with Wynyard Hall. Access to the site is via existing village roads and then onto the A689 (a site location plan is attached at Appendix 2).

PROPOSAL

2. This is an outline application, with all matters reserved. The proposal consists of up to 500 dwellings with a range of house types, sizes and styles from 6 plus bed to 2 bed; a new local centre comprising Doctor's Surgery, Community Hall/facility and small scale Local Shop units. A primary school is also proposed (an illustrative masterplan is attached at Appendix 3).

3. The proposal at this stage does not set out a detailed design solution for the site as the application is in outline with all matters reserved for future consideration. However, in order to address the Local Planning Authority's concerns on the potential form and quality of the

development, the Design and Access Statement provides a planning and design framework for development on the site. It is not intended as a prescriptive document but sets out a number of urban design principles that future developers would be expected to meet.

4. Vehicular access to the site is proposed from 2 access points, from the Wynd and from Wynyard Woods. Pedestrian and cycle links are incorporated into the overall layout including linkages to the Castle Eden Walkway.

5. The proposed housing mix comprises family housing ranging from 2 – 6+ bedrooms. The scale of the scheme is 1.2 or 2.5 storeys in height. The proposal also offers a varied range of density across the whole development and will create a variety of character areas and add visual interest.

THE ENVIRONMENTAL IMPACT ASSESSMENT

6. An Environmental Impact Assessment (EIA) has been prepared on behalf of the applicant to accompany the outline application. The Environmental Statement (ES) has regard to the following environmental considerations and identify the means by which significant adverse effects will be remedied;

7. The following topic areas have been considered:

- Ecology
- Landscape & Visual Impact
- Cultural Heritage
- Transport
- Socio Economic Assessment

8. The findings of the ES are summarised as follows:

Ecology

9. The Ecology chapter has been prepared using the baseline information provided by Delta Simons and E3 Ecology. The Phase I Habitat Survey prepared for the site confirms that the site comprises predominately arable land and plantation woodland. The arable land offers few opportunities for wildlife since it is continually changing through the year, and the crops lack cover from weather and predators. The mixed plantation woodland offers suitable habitat to support a range of fauna, however, it is itself a low value habitat being semi-mature, and since it has not been managed it lacks the ground flora, with few notable species recorded, and large areas of bare ground. Further it lacks distinctive layers usually found in woodland up to the canopy, with species occurring generally comprising scrub, tree saplings and ruderals.

10. A range of proposed mitigation measures have been outlined and the development proposals will deliver a number of benefits to the natural built and environments. It is recognised that the proposals will involve development on greenfield land and an area of plantation woodland. The various studies undertaken in support of the application demonstrate however that none of the areas identified for development are of high ecological value or interest. The farmland is currently used for arable cropping and the Black Squares plantation comprises a crop of over mature coniferous trees that are due for felling. With a few localised exceptions to allow for access etc., the development will not result in the loss of any deciduous woodland and will in fact, as a result of new deciduous planting and landscaping and the creation of water bodies significantly increase the range, mix and quality of habitats available on site.

11. In conclusion, the development proposals are not likely to have any residual environmental effects on the ecological features identified which are greater than slight.

Landscape & Visual Impact

12. The Landscape and Visual Impact chapter is prepared by Robinson Landscape Design. The assessment considers the landscape and visual impacts, the significance of the impact and the value/sensitivity of the receptor and also outlines the baseline conditions.

13. The majority of the site, which is currently an area of conifer or mixed woodland with a small area of arable farmland, will be replaced with housing in a characterful spatial design that includes additional copse, tree, shrub and hedge planting. A proportion of the site will be given over to the creation of accessible public open space, structure planting and bio-diverse rich SUDS.

14. The Landscape & Visual Impact chapter concludes that the impact of development upon the landscape character of the wider area is slight due to the degree by which the development is contained within the existing woodland and by the limited visibility of the part of the development that extend beyond the woodland edge. Moreover, in time the visibility of these areas will be contained by the proposals for perimeter planting contained in the masterplan.

15. Overall, the landscape impacts have been assessed as being no more than minor when the mitigation measures are included. The visual impacts are restricted in area and not great in significance and will diminish over time to negligible/neutral once the mitigation measures have been implemented.

Cultural Heritage

16. An assessment of the significance of the heritage assets within and adjacent to the site is provided within the Cultural Heritage chapter of the Environmental Statement. The potential impacts of the development on the heritage assets are also considered and mitigation measures identified, where relevant, to reduce the potential impacts.

17. The baseline information has been provided by URS Scott Wilson and Simpson & Brown Architects. The relevant background report confirm that the key heritage assets in the vicinity include the Grade II* Registered Parkland known as Wynyard Park and six listed building/structures including the Grade II* Wynyard Hall.

18. The development proposals will not unduly affect the setting of any of the listed buildings on the Wynyard Estate nor are they likely to impact upon any known archaeological deposits.

19. There will be a minor impact on the Registered Park & Garden as a result of the development proposals in that a small section of the link road will pass through Wynyard Park. This impact has been assessed as being of moderate/slight significance and is only of local importance. The proposed planting and phasing arrangements for development will ensure that any adverse effect on the registered parkland will be mitigated.

Transport

20. The Transport Assessment which has been used to inform the Transport Chapter of the ES was undertaken by SAJ Transport. It provides full details of the baseline conditions of the site in highways and accessibility terms.

21. The current proposals are just one of a number of committed and proposed

developments within the Wynyard area which will take primary access from the A689. The cumulative effect of these developments coming forward in the area on the highways situation has been considered as part of the assessment. The impact of the development proposals when factoring in the other applications/permissions in the area will be moderate beneficial given the overall reduction vehicle movements.

22. To improve the operation of the highway within Wynyard Village some minor mitigation measures are proposed as part of the development proposals.

Socio Economic Assessment

23. Wynyard plays an important strategic role within the Teesside economy. The proposed extension to Wynyard Village, comprising further high quality low density housing, together with the proposed primary school, community facilities and additional local shops will only serve to reinforce Wynyard Village's role as the premier location for executive housing on Teesside in turn helping to support the local economy.

24. In terms of the wider economy the development of an additional 650 new homes within the borough at Wynyard Village will contribute positively toward the local economy through increased expenditure in local shops and businesses. It will also contribute positively in terms of increased Council Tax revenue through the new Homes Bonus.

25. With overall development costs estimated to be in the region of approximately £250 million the construction phase of the development will also lead to significant job creation with wider benefits in terms of local supply chain, the employment of local people and the training of apprentices. Beyond the construction phase there will also be increased opportunities for local businesses to support the expanded community in terms of maintenance services etc and job to be provided as part of the retail element, school and nursery.

26. Overall, the development proposals will deliver a number of socio economic benefits to the area in terms of increasing housing supply and in particular executive housing, increased employment opportunities, direct financial benefits in the form of Section 106 contributions, New Homes Bonus and Council Tax Revenue along with increased expenditure in the locality.

Noise

27. Baseline noise surveys have been conducted at several locations across the proposed site. The results indicate that the site is suitable for residential development, with standard façade mitigation (e.g. standard double glazing). Similarly, the proposed site of the primary school is considered suitable for educational development. Application of best practicable means during construction works will ensure that resultant noise levels will be reduced to a minimum at the closest existing noise sensitive properties. An assessment of road traffic flow changes has established that changes to existing noise levels will be no greater than moderate and overall traffic levels will be comfortably below SBC's 68 dB LA10,18h criteria.

Air Quality

28. Construction activities have the potential to generate fugitive dust emissions as a result of demolition, construction, earthworks or track-out of material. For the proposed development, the emission of any airborne particulate matter generated by these activities would be controlled using on site management practices to the extent that the proposed development should give rise to effects of 'slight adverse' significance on dust deposition rates at the nearest sensitive receptors. The impact of fugitive emissions of PM10, with proposed mitigation applied, has also been assessed as being 'slight adverse'.

29. Overall the effect of fugitive emissions of particulate matter (dust and PM10) from the proposed works with mitigation is considered not to be significant with respect to potential effects on health and amenity.

Cumulative Effects

30. There are a number of development proposals with planning consent in the general vicinity of Wynyard Village, together with a number of current planning applications awaiting determination, some of which will, if approved, supersede extant consents for employment uses at Wynyard Park. These consents and application are spread over a large geographical area.

31. It is apparent from the background work undertaken in connection with this ES that the principal cumulative effects resulting from these proposals, should they be implemented, relate to traffic generation and the effect the additional traffic will have on the surrounding local and national road network. In terms of impacts on the A19 and the junction of the A19/ A689 the Highway Agency has confirmed that the cumulative impact of the proposed developments, if all approved and implemented, would be acceptable subject to a maximum of 1100 dwellings being provided as part of the current planning applications at Wynyard Village Extension (500 dwellings) site and Wynyard Park (600 Dwellings).

32. The cumulative effect of the proposed developments on the local road network has also been assessed. Subject to various mitigation measures / improvement to the A689 and the implementation of Travel Plan including the provision of a range of new bus services linking the constituent parts of Wynyard, north and south of the A689 together and to nearby settlements such as Billingham, it is considered that the residual impacts on traffic movements and congestion are acceptable.

33. In terms of the other issues considered as part of this ES it is considered that because the specific direct and indirect impacts resulting from the proposed Development at Wynyard Village, during both the construction and operational phases of the development are either very localised and / or of such a negligible or minor significance, and the physical separation between the proposed development and the other commitments/proposals, that the cumulative effects are also negligible or where adverse impacts are likely these will remain predominantly minor.

CONCLUSIONS

34. The Environmental Statement as found that the environmental effects of the development will be no more than moderate and in most cases slight. Where moderate environmental impacts have been identified appropriate mitigation is proposed to ensure the residual environmental effects are no more than slight. Beneficial socio economic effects have been identified in terms of housing supply, employment, direct financial benefits and increased expenditure in the locality.

CONSULTATIONS

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

Grindon Parish Council

Grindon Parish Council feels there is a lack of infrastructure in place to support the increased traffic flow as the A689 junction with A19 is unable to cope with the volume of rush hour traffic at the present time. The proposal of traffic light control will simply be set up so as to ensure that the A19 traffic flows better rather than the A689; which will actually mean an increase in traffic problems on the A689. A filter lane allowing access to the A19 north should be a minimum consideration.

There is no public transport system serving the area. It is unlikely to be viable so must not be relied upon to be an Eco friendly option.

The development is supposed to be Eco friendly but there is no public footpath or cycle way connecting the development with either the Castle Eden Walkway or the Wolviston side of the A19. This means that those wishing to reduce their carbon footprint by leaving their car at home have to cycle along the A689 and A19 which is extremely hazardous and there have been serious injuries and even a fatality in recent years. A cycle way must be included in the plans from the castle Eden walkway east, along the A689, across the A19 to Wolviston.

This development must deal with these issues before it is allowed to go ahead by imposing these as pre-conditions. The original development also proposed schools and other public amenities but more than 10 years on none of the promised facilities have been realised. This must not be allowed to continue.

Head Of Technical Services

General Summary

This application is one of a number of proposals for the Wynyard area that are currently being considered. It is essential that a masterplan approach is taken for the layout of this application and that the layout acknowledges the existing uses of the site and the others development proposals that are currently the subject of separate planning applications in Wynyard Park to the north.

The Head of Technical Services has reviewed the information submitted by the applicant and reviewed modelling undertaken by the Highways Agency. Having considered all information, the Head of Technical Services concludes that there is no highway objection to the development, subject to the mitigation measures outlined in this report being agreed and implemented.

There are no landscape and visual objections to the development, subject to the comments outlined in the relevant section of this report.

Transport Comments

The planning application is for the construction of up to 500 houses, Primary School (including Sport Facilities) and nursery, Retail Units (up to 500 sqm), Doctors Surgery and Community Facilities.

All comments are made on the basis that all matters for this development would be reserved.

A transport model has been developed (and agreed with the Highways Agency) to test the impact of this and other developments on the highway network. The wider cumulative masterplan has been tested to understand the cumulative impact on the free flow of traffic on surrounding roads and to understand the mitigation required.

Review of Site Layout

The application proposes up to 500 residential dwellings. This proposal supersedes the original planning application which sought consent for 650 residential dwellings.

The reduction in the number of dwellings was informed by analysis carried out by the Highways Agency which defined that an additional 1100 houses could be provided in the Wynyard area without significant additional mitigation being required on the A19/A689 slip roads or the mainline A19.

Access to the development

The proposed development would provide two points of vehicular access to the existing highway infrastructure currently serving the Wynyard Woods Estate. The site access junctions would be located to south and the north of the Wynyard Woods Estate and would be in the format of major/minor priority junctions.

Whilst the access points are considered acceptable, Stage 1 Road Safety Audits should be conditioned to confirm the proposed junction arrangements are acceptable prior to development commencing on the site. The applicant would need to enter into a Section 278 Agreement for any proposed access works onto the adopted highway.

Internal Layout

The layout of the site would be subject to a Reserved Matters application. However, an illustrative masterplan has been submitted with the application to establish the development principles of the site.

Detailed layouts associated with reserved matters planning applications should be designed and constructed to the Council's Design Guide and in accordance with Manual for Streets guidance. Parking should be provided for each property and land-use within the site in accordance with Supplementary Planning Document 3: Parking Provision for New Developments (2011).

The routes within the site should be a minimum of 4.8m wide (this could be reduced on the minor access routes) and a 2m wide footway should be provided on both sides of the carriageway. Shared surfaces would be acceptable on minor routes.

Suitable internal cycleway provision would also be required. It is noted that shared cycle/footways are proposed the entire length of the spine road associated with the development.

The provision of wider boulevard verges on the distributor roads would be acceptable in principle. Landscaping within visibility splays at junctions should be maintained to ensure unobstructed visibility above a height of 0.6m.

Suitable crossing points should be provided on pedestrian desire lines within the site and dropped kerbs and tactile paving should be provided to all pedestrian crossing points.

The developer would be required to enter into a Section 38 Agreement for the additions to the highway which would be adopted by SBC. Early consultation with SBC prior to any Reserved Matters application being submitted would be recommended to ensure that the development proposals satisfy the design requirements and are suitable for adoption.

Details of refuse collection and storage would be required along with autotracking of appropriate vehicles around the site. Construction times should be appropriately controlled and the submission of a Construction Management Strategy should be conditioned in order to ensure that no works would have a detrimental impact on the highway.

Transport Impact

Following the submission of the initial planning applications associated with this and other neighbouring developments a collaborative approach to derive the impact of the development was progressed with SBC (Technical Services), HBC, ATLAS (Advisory Team for Large Applications - Homes and Communities Agency), the Highways Agency (HA) and other developers. The wider impact on the network from this development and others has been tested using a VISSIM transport model. Each individual development has also been assessed using individual junction models to determine the likely impacts and to develop mitigation proposals associated with each development proposal in their own right.

The group has met frequently to agree trip generation, trip distribution, committed development and assessment processes. Partway through the process the Highways Agency identified that the A19 (in its existing form) could only accommodate 1100 residential units in total. Hence the reduction in overall and individual site quantum related to the original Wynyard planning applications.

Trip Rates / Traffic Generation from Transport Assessment (TA)

The TA uses traffic count data from January 2013 collected by the applicant to ascertain baseline traffic flows on the highway.

Trip rates are based upon observed trips from Wynyard Village, the trip rates have been compared to TRICS database, agreed with SBC and the Highways Agency.

Table 1 shows the forecast vehicle trip generation for the residential element of the proposed development. It should be noted that a 10% reduction in trips has been agreed as some trips are anticipated to travel to employment uses at Wynyard Park.

Residential Trip Generation							
Description	Unit	In	Out	Total	In	Out	Total
Recorded Flows at J3 and J4	Veh	108	507	615	361	161	522
	PCU	123	517	640	362	164	526
Agreed Trip Rates / Dwellings	Veh/Hr	0.114	0.534	0.648	0.380	0.169	0.549
	PCU/Hr	0.129	0.544	0.673	0.361	0.172	0.553
Predicted Trip Generation	Veh	57	267	324	190	85	275
	PCU	65	272	324	191	86	277

Table 1: Trip Generation associated with the site

Table 2 indicates the forecast trip generation for the primary school element of the development proposals. These trips have been calculated using the TRICS database and are considered to be acceptable.

Proposed School and Nursery Trip Generation							
Description	Unit	In	Out	Total	In	Out	Total
Staff / Visitor Trips	PCU	40	0	40	0	4	4
Escorted Trips	PCU	138	138	276	11	11	22
TOTAL	PCU	178	138	316	11	15	26

Table 2: Trip Generation associated with the school

The traffic distribution and assignment has been based upon observed traffic flows and checked against the Highways Agency's PENELOPE software. The main direction of traffic leaving the site during the morning peak hour is travelling towards the A19 interchange.

Prior to considering the proposed development a future base (2023, 10 years after application) network traffic model was derived taking into account a network with and without the proposed North Tees and Hartlepool Hospital and its associated package of highway improvements that was consented in February 2014. Whilst it is acknowledge that the proposed housing may take longer than 10 years to build, the totality of the development has been included in future year analysis and this is therefore considered to be robust.

These constituent elements of developments considered and the highway mitigation included in the future base model are set out below:

The 'With Hospital' scenario includes the following developments:

- Wynyard Hospital;
- TW200 – 200 residential units (HBC, The Pentagon site);
- Forecast Commercial Wynyard Park 10 Year Build Out;
- Wynyard Woods 1 – 34 residential units;
- Wynyard Woods 2 – 100 residential units;
- Red House School;
- Hartlepool SW Extension (720 units);
- Wynyard Golf Club.

The 'hospital mitigation package' includes improvements at the following junctions:

- A689/Glenarm Road Junction (Signalisation);
- A689/Wynyard Avenue Junction (Signalisation);
- A689/A19 (HA Pinchpoint scheme, MOVA optimised signals and increased capacity on approaches);
- A689/Services Access (Signalisation); and,
- A689/A1185 (Signalisation).

The assessment of the recent North Tees Hospital application indicated that three lanes are required between the A19 and Wynyard Avenue to improve traffic flow caused by vehicles weaving between lanes to access the proposed Red House School. These three lanes have subsequently been added to the 'with hospital' scenario.

The 'Without Hospital' scenario includes the following developments:

- TW200 – 200 Residential Units (HBC, The Pentagon site);
- Forecast Commercial Wynyard Park 10 Year Build Out;
- Wynyard Woods 1;
- Wynyard Woods 2;
- Red House School;
- Hartlepool SW Extension (720 units);
- Wynyard Golf Club.

Impact Assessments

As indicated above, the TA indicates that the development proposals would benefit from highway mitigation and sustainable transport interventions incorporated in the planning consent included for the new North Tees and Hartlepool Hospital. The proposed development also benefits from the Highways Agency Pinchpoint scheme which will provide additional capacity at the A689/A19 Interchange.

Throughout the assessment process it was noted that should the hospital development not come forward (or comes forward in a different form) the highway mitigation identified to mitigate the hospital development proposals and associated sustainable transport proposals would still be required to facilitate the housing development proposals.

Junction Impact Assessments

The impact of the development traffic associated with this application in isolation has been assessed within the TA addendum.

The site access junctions and the junctions on Wynyard Woods have been assessed using PICADY software; the results indicate that all junctions operate well within capacity during the AM and PM peak hours. No queues or significant delay occur at any of the junctions.

The TA demonstrates how the local highway would operate with and without the hospital mitigation packages and concludes that full signalisation of the junctions along the A689 up to the A19 would have to be provided to ensure the junctions operate within capacity with the proposed development.

The TA also presents junction assessments including other development proposals however these junction assessments have been disregarded as the VISSIM model better reflects the cumulative interface between the developments and overall network performance.

The most onerous scenario includes hospital traffic, 'the hospital mitigation package' and signalisation of the eastern The Wynd junction with the A689. This is considered as further mitigation.

LINSIG analysis of the future base plus the proposed development is presented at the following junctions:

- The A689 / The Wynd / Wynyard Park Access Road Roundabout;
- The A689 / The Wynd / Hanzard Drive Roundabout;
- The A689 / Wynyard Avenue / Red House School Roundabout;

The A689 / The Wynd / Wynyard Park Access Road Roundabout

The TA assesses this junction with development traffic, committed traffic (with hospital scenario identified above) and full signalisation of the roundabout junction includes a toucan pedestrian crossing. The results indicate that if the development was to be built out in isolation, during the AM peak the maximum degree of saturation would be 69.2 % with a queue of 9.6 Passenger Car Units (PCUs) on the lane with the highest degree of saturation on the A689 eastbound. In the PM peak the maximum degree of saturation would be 64.7% with a queue of 8.6 PCUs on the lane with the highest degree of saturation on the A689 westbound.

This network performance is considered acceptable provided the agreed mitigation is included.

The A689 / The Wynd / Hanzard Drive Roundabout

The results indicate that if the development was to be built out in isolation, with further mitigation improvements, then during the AM peak the maximum degree of saturation would be 85.4% with a queue of 14.8 Passenger Car Units (PCUs) on the lane with the highest degree of saturation on the A689 eastbound. In the PM peak the maximum degree of saturation would be 83.5% with a queue of 12.6 PCUs on the lane with the highest degree of saturation on the A689 westbound.

This network performance is considered acceptable provided the agreed mitigation is included.

The A689 / Wynyard Avenue / Red House School Roundabout

The results indicate that if the development was to be built out in isolation, with further mitigation improvements, during the AM peak the maximum degree of saturation would be 98.5% with a queue of 13.6 Passenger Car Units (PCUs) on the Red house School Access. In the PM peak the maximum degree of saturation would be 74.2% with a queue of 6.9 PCUs on Wynyard Avenue.

This network performance is considered acceptable provided the agreed mitigation is included. Delays on side roads ensure the mainline operates to its optimum level.

Stockton Borough Council's / Highways Agency Cumulative Residential Scenario (1100 units) Traffic Modelling

The future year base VISSIM model used to inform the development scenarios was developed in partnership with Technical Services, the Highways Agency, ATLAS and the applicants.

Technical Services commissioned Arup to undertake an assessment of the traffic impacts of the development using the VISSIM Model initially developed by the Highways Agency to assess the implication of the original North Tees hospital application at Wynyard Park.

The cumulative scenario was tested to ascertain if the totality of residential proposals would generate an unacceptable impact on the free flow of traffic on surrounding roads.

Once the traffic flows and demand was agreed the model was passed back to the Highways Agency for their consultants to run the model with the MOVA system. This is a specialist process which reflects the intelligent signalisation at the A19 that is proposed with the HA Pinchpoint scheme. The signal times vary from cycle to cycle as the system detects queues and discharges traffic in the most appropriate manner to maintain an acceptable discharge of traffic onto the A19.

The most notable measure in terms of highway network performance is considered to be the journey time across the network. The model calculates the journey time from the east of the eastern A689 / The Wynd roundabout to the A19 /A689 junction.

The journey time results of the proposed development scenarios and associated mitigation results are summarised in Table 3 below.

		Existing 2013	2023 Base with Pinch Point and MOVA	Approved Hospital Mitigation with Pinch Point and MOVA	1,100 Resi Unit Test	1,100 Resi unit with further mitigation	Base 2023 with Hospital	Base 2023 without Hospital
Journey Time AM	A689 Eastbound	06:26	07:18	07:17	08:52	10:02	08:04	31:15
	A689 Westbound	05:05	06:22	06:22	06:18	06:18	06:52	05:26
Journey Time PM	A689 Eastbound	05:38	06:43	06:43	07:05	07:05	07:11	06:09
	A689 Westbound	05:08	06:25	06:24	05:56	05:56	06:22	05:28

Table 3 Comparison of Journey Times

The overall network statistics provide an overview of the operation of the highway network for the AM and PM peak hours. The outputs demonstrate that with the proposed development and the associated mitigation in place the highway network will perform in a satisfactory manner with slight differences in journey time in some scenarios. There is a slight increase in journey time in the AM peak towards the A19 from Wynyard when compared to the scheme without residential development. The ‘further mitigation’ associated with the 1,100 residential scenario improves the discharge of vehicles onto the A689; the slight increase in journey time reflects addition delay due to more vehicles wishing to access the A19.

Notably, there are reductions in journey time when compared with the scenarios without the hospital and its associated mitigation. If the hospital and associated mitigation does not go ahead, the journey time is significantly worse in the future scenario. With hospital and mitigation the journey time reduces from 31:15 (mins and: secs) to 10:02.

For all other journeys the journey time across the whole network is either less than, or within 22 seconds of the journey times for the approved hospital scheme. The modelling demonstrates that there would be small changes in journey time with the additional traffic from residential developments – some increases and some decreases, but that the network as a whole operates satisfactorily for all development scenarios which improve the junctions along the A689.

The increase in journey time is caused by vehicles queuing at each of the signalised junction along the A689. It must be noted however that queue lengths do not give a general overview of the performance of the network and must be treated with a degree of caution. Queues can be created, but improvements to the junctions may mean that the longer queue disappears every cycle of the lights so the network performs more efficiently. In the AM peak queues are shown to increase on the eastbound approaches to the A19. This is to be expected with the signalisation as green time is given to allow traffic from side roads to get onto the network. Also the MOVA system at the A19 seeks to control the discharge of vehicles onto the A19, as a result queuing back will occur on the A689 in the residential scenario.

In the PM peak the only approach which sees any significant increase in queuing is the A689 eastbound approach to the Wynyard Avenue Roundabout. This is likely to be as a result of part of the overall eastbound queuing being focused at this point rather than at other parts of the network where queue lengths have dropped.

Trigger points for implementation of the mitigation has yet to be proposed by the applicant, however triggers would depend on whether the other housing developments receive planning approval. Each development should contribute their proportionate impact towards a cumulative trigger point for bringing forward the required mitigation.

In summary the full mitigation package proposed would be required to facilitate all developments, i.e. the 'hospital package' with the further proposed mitigation, irrespective of whether the hospital proceeds. The costs and timescales for providing these improvements shall be agreed with the Local Authority.

Travel Plan / Sustainable Transport Measures

It is important that the sustainable travel infrastructure for this area is looked at as a whole rather than in a piecemeal fashion with each individual planning application to ensure that there are the correct pedestrian and cycle linkages across the site and to provide linkages to neighbouring areas.

Appropriate safe pedestrian crossing provision across the A689 would be required to provide safe walking routes to a school irrespective of the school location and proposals have been discussed to include a bridge over the A689. The A689 acts as a substantial barrier between the application site and the facilities and properties to the north (Wynyard Park) and safe pedestrian crossing locations are therefore required on this road. As the highway mitigation measures include signalling junctions on the A689 it may be possible to incorporate a pedestrian phase into the signalised junctions or alternatively, to provide standalone signalised crossing points which would improve the linkages between Wynyard Village and Wynyard Park.

Continuous pedestrian connections must be provided from internal and external facilities. For example, if a bridge was to be provided across the A689 a footway connection from The Wynd would be required. However, to discourage pedestrians crossing the busy A689 at uncontrolled locations, footway and cycleway linkages to the ramp must be at some distance from the carriageway.

A controlling condition should be applied to any approval that requires a bridge (or another suitable facility if it is subsequently agreed that an alternative crossing facility could be provided) to be fully operational before the school is opened.

As previously indicated, this application is being considered along with two other applications with HBC being the determining authority for one of the Wynyard Park applications (H/2013/0033). It is recommended that HBC place similar controlling conditions on the provision of safe crossing facilities across the A689 on that application. It is suggested that each developer (representing Wynyard Park and Wynyard Village) share the cost of any footbridge. The Section 106 Agreement would need to be drafted to reflect this requirement.

As part of the masterplan approach for the developments within the Wynyard area, several options for a school have been put forward depending upon which developments are brought forward and approved. The preferred option is for a two form entry school to be located within Wynyard Village. This option is actively being pursued collaboratively by both applicants however the Wynyard Park applications include a fall-back position in the event that should the preferred option not proceed, each proposal can fully meet its own requirement for educational provision.

It is noted that the provision of a bridge or pedestrian crossings associated with the existing roundabouts could result in a walking distance to school in Wynyard Park from Wynyard Village being beyond the policy distances a distance of more than 2 miles for under 8's and more than 3 miles for over 8's; this would require the provision of school transport.

A Residential Travel Plan has been provided to encourage sustainable travel to the site. A School Travel Plan for the proposed school would be required by SBC prior to the school opening.

A full Residential Travel Plan, to the satisfaction of the Highway Authority, should be secured by condition. This should include the following elements:

- The length of employment and trigger point for the start of Travel Plan Coordinator (TPC) should be in position from the marketing stage of the development, prior to on-site commencement and be in post for a minimum of 10 years following the occupation of the 150th dwelling;
- The baseline travel survey should be undertaken within 6 months of the occupation of the 150th dwelling to provide a sufficient sample of the proposed development; and
- The Travel Plan should be promoted as part of the marketing information for this development. Welcome packs for new residents with sustainable travel incentives should be provided - e.g. bus passes and discounts at local cycle shops. Within the Heads of Terms of the Section 106 agreement £100 per dwelling should be available as a Travel Plan incentive payment. This could include the provision of discounted bus passes, car club membership or cycle vouchers. The Travel Plan Coordinator should devise a list of priorities for the remaining funding should all dwellings not take up this incentive.

Bus service provision is required to link the housing development to surrounding areas, including Wynyard Park. A planning condition should be applied that seeks a suitable public transport strategy to be agreed prior to commencement of development on the site. This strategy may be joint or individual, dependent on the approval or not of nearby developments. The proposals within the agreed strategy should be funded for a minimum of 5 years on this site and a contribution should be secured through a Section 106 Agreement. To facilitate any proposed bus service provision, improvements would be required to the public transport infrastructure including the provision of a suitable bus stop(s) within the development. This should be secured by way of a condition.

To summarise, the proposed sustainable transport interventions to support the development should include:

- Bus service provision to link the housing development to surrounding areas, including Wynyard Park. A public transport strategy should be agreed and a contribution should be secured through a Section 106 Agreement for the provision of an agreed level of public transport service that would adequately serve the development;
- Footway/cycleway linkage between the housing development and the existing village centre to east;
- Footway/cycleway linkage between the housing development and Wynyard Park;
- Safe footway/cycleway crossing facility across the A689 to provide a linkage to Wynyard Park;
- Footway/cycleway linkages on both sides of the A689 crossing facility;

- Footway/Cycleway linkage along the PRow to Wynyard Road to connect to the existing footway and cycleway network to Wolviston and Billingham (Wynyard Road from the junction with Sandy Lane is an advisory cycle route); and
- A Full Travel Plan and associated funding for measures to promote sustainable travel to the site.
- Transport Conclusion.

In summary, the impact of this development on the local highway network is considered to be acceptable despite slight worsening of conditions compared with the existing network performance. The proposed mitigation would generate benefits when compared to a 'do nothing' future scenario.

The impact of this development on the local highway network has been assessed using different scenarios and different assessment tools and the outputs have shown the impact to be acceptable subject to mitigation. Whilst acknowledging concerns that the area is heavily trafficked, the National Planning Policy Framework states that developments should only be refused on transport grounds where the residual cumulative impacts of the development are severe. In line with current policy guidance, there is no evidence to object to the development on transport grounds as the changes in journey times and the junction assessment results do not indicate that the residual impact of the development would be severe.

The following highway mitigation proposals are required to facilitate the development:

- A689/The Wynd Junction (Signalisation including pedestrian crossing facilities) Drawing JN0530-Dwg-0038A;
- A689/Glenarm Road Junction (Signalisation) Drawing: DPL SK101;
- A689/Wynyard Avenue Junction (Signalisation) Drawing: DPL SK102;
- Three lanes between the A19 and A689/Wynyard Avenue Junction; Drawing: DPL SK202; and
- A689/A19 Junction (HA Pinchpoint scheme, MOVA optimised signals and increased capacity on approaches).

It should be noted that the drawing numbers reflects the mitigation required to facilitate the development on its own merit. Should more than one site obtain planning consent a review of the drawings to be conditioned in the Heads of Terms would have to be undertaken.

The following sustainable transport interventions are also required to facilitate the development:

- Public Transport strategy and associated funding;
- Travel Plan and associated funding;
- Footway/cycleway linkage between the housing development and the existing village centre to east;
- Footway/cycleway linkage between the housing development and Wynyard Park;
- Safe footway/cycleway crossing facility across the A689 to provide a linkage to Wynyard Village;
- Footway/cycleway linkages on both sides of the A689 crossing facility to link to the potential bridge location; and
- Footway/Cycleway linkage along the PRow to Wynyard Road to connect to the existing cycleway network.

Should the development be recommended for approval, mitigation should be secured via planning conditions, Section 106 contributions and Section 278 Agreements for works to the highway.

Landscape and Visual Comments

The number of residential units has been reduced from up to 650 to up to 500 dwellings but in the absence of a revised layout, the landscape comments made in respect of the application for 650 dwellings continue to apply.

Planning Policy

The proposed site is located on an area of plantation woodland and arable farmland adjacent to and extending slightly into the Grade II* registered (English Heritage 'Register of Historic Parks and Gardens of special historic interest in England) grounds of Wynyard Park. SBC Local Plan saved policy EN8 seeks to protect the historic layout of the landscaped parkland and formal gardens at Wynyard Park, including their architectural features from inappropriate development.

The site is located within The Wynyard Park Special Landscape Area (SLA) referred to in the SBC Local Plan saved policy EN7. This policy identifies that development which harms the landscape value of SLAs will not be permitted and that *“Permissions granted for development at these locations will be subject to conditions in order to protect the landscape quality of the area and to include substantial landscaping as part of the schemes.”*

In addition, the site is located within the Cleveland Forest, referred to in the SBC Local Plan saved policy EN11, which supports the planting of locally appropriate tree species and requires developers to consider the existing trees on the site within their proposals.

The impact of the development on Wynyard Park (Grade II registered historic park and garden) has been considered as part of a separate Wynyard hall and Estate Conservation Plan and in principle is considered acceptable. Detailed plans for the estate which would need to be prepared at the reserved matters stage must conform to the conclusions of this study, this requirement and compliance with policy EN11 can be dealt with by condition as full landscape proposals will be required at part of any reserved matters application.

Landscape Character and Capacity to Accommodate Development

The assessment identifies that the site is located within the Tees Lowland (Joint) National Character Area, and at a local scale, as the Wynyard Landscape Character Area as identified by the Stockton Landscape Character Assessment,

The site is located within the Wynyard Landscape Character Area, and at a more detailed level, Character Unit (CU) No. 139, 140 and 141, as identified in the Stockton Landscape Character Assessment. CU 139 is described as an area of undulating farmland enclosed by coniferous and deciduous woodland to the north, south and west; CU 140 as an area of mostly coniferous plantation with areas of deciduous trees in cleared locations; and, CU 141 as a large area of arable farmland overlooked by properties at Wynyard Village.

The Stockton Landscape Capacity Study identifies the following development capacities and appropriate types of development for each Character Area as follows:

- CU 139 – low capacity for development with no type of development considered suitable within this area, “any considered development should be carefully assessed”;
- CU 140 – medium capacity for development with “potential for isolated/restricted development in the east of the area adjacent to the existing buildings but not within the west”; and
- CU 141 – medium capacity for development with “potential extension of Wynyard village housing.”

Landscape and Visual Impact Assessment

The potential views of the proposed development are generally restricted by the existing plantation woodland and also benefit from the proposed housing being viewed at a distance from the A689. This heavily trafficked trunk road is dual carriageway with a 50 - 70mph speed limit in the vicinity of

the application site. Whilst the assessment has been undertaken when the deciduous trees are in leaf, the majority of the trees providing screening or filtering views are coniferous and not affected by deciduous leaf fall.

The study identifies that the west of the proposal site is less able to accommodate development than the east, however, the proposed retention of existing trees and the provision of new planting to create a strong woodland buffer around the site (to contain views) together with a green infrastructure provision within the site would prevent the proposed development dominating its surroundings. As such it is considered that the proposed application site would have the capacity to contain the proposed development without dominating its surroundings or significantly affecting the character of the area.

Whilst the development impact on the existing land use is considered to be high - medium on day of opening, this has been stated due to the loss of existing woodland and farmland and its replacement with buildings. However, the assessment must consider the significance and degree of change in the view from defined visual receptors. These views are considered below.

It is also noted that the current condition of the woodland is of low arboricultural quality (due a lack of management), and could decline further through continued lack of management.

View from the A689 – only partial views would be afforded to travellers using the A689 due to the existing woodland buffer which is to be retained. There would be a glimpsed view of the access road afforded to travellers in cars but this impact is not considered significant or adverse.

View from Castle Eden Walkway – views from the walkway would be afforded of the proposed development as the walkway skirts the western boundary of the development. The predicted impact on the views has been recognised in the assessment with the proposal to plant a 20 metres buffer between the walkway and the houses. The predicted impact would be reduced to low from this vantage point, once the landscape buffer adjacent to the walkway has become established.

This planting should be conditioned to be a minimum width of 20 metres along the full length of the walkway (note the application has stated 20m as an average width).

Advance planting of this buffer should allow for 30- 40% evergreen species to screen winter views of the housing from the walkway and should be conditioned prior to any works starting on site.

There would also be views afforded from the existing Castle Eden Walkway overbridge that crosses the A689 but these views would be viewed in the context of the wider road corridor. The views would only be afforded to user's traveller in a southerly direction and only experienced for a short period. This impact is not considered significant.

View from existing houses off Wynyard Woods – it is considered that the magnitude of impact would be negligible and in some instances significant for the residential properties in this location where current houses would lose their open views. The presence of existing and proposed tree planting would assist in filtering many of these views.

View from existing houses off The Stables (and associated side roads) – it is considered that the magnitude of impact would be negligible and in some instances significant for the residential properties in this location where current houses would lose their open views. The new tree planting screening proposed could form part of an open space footpath corridor increasing its effectiveness as a screen in the long-term (lying outside private gardens) and providing a useful footpath link between the two access roads.

Mitigation - The assessment in paragraph 3.19 notes that *“the design of the park extension has incorporated a number of environmental objectives to mitigate certain landscape, ecological and*

visual impacts". The landscape objectives and strategy outlined in paragraphs 4.52 to 4.54 are welcomed and, if implemented, should provide a strong landscape framework for the development, but subject to more detailed comments made elsewhere in this memo. Paragraph 4.46 stipulates that the built form and landscape design have been developed along side one another with mitigation features built into the design layout.

This mitigation including further improvements as identified in this memo would form part of any reserved matters application. A condition should therefore be included on any approval to require the submission of layout details as part of any reserved matters application.

Layout

The proposed layout of the site is indicated on the illustrative masterplan/landscape framework plan MP_01C. It is noted that this is the same plan that supported the original application for up to 650 units. The parameter plan, drawing number PL_02 notes the whilst the general arrangement remains unchanged the housing density would be reduced to reduce yield in line with this revised application.

The layout comprises of a series of cul-de-sacs and discrete pockets of development spurring off a single circular primary circulation route which joins to Wynyard Woods at two points. A secondary road extends west then south from the access road with further cul-de-sacs extending from this road. The main distributor road appears to set in wide landscape corridors allowing for a mix of informal and boulevard tree planting creating an attractive 'sense of place' to the development. Green routes are shown running along these corridors and feed into the housing areas and provide links between areas of housing. Off road cycleways have been accommodated within these corridors to provide sustainable linkages within the scheme. An additional link should be provided at the south western end of the development linking the housing character area called Wellington Way with the areas of housing to the north as indicated on Figure 1 in the informative section of this memo.

Access throughout the whole site and connections with the adjacent areas of Wynyard Village has been designed to encourage people to walk/cycle to the Castle Eden walkway and rural areas beyond and to dissuade people from driving along the A689 from Wynyard to the public car park at Tilery Wood next to Station Cottages (just south of the A689).

The Road Hierarchy and Pedestrian Movement Plan (Drg. No. N81-2192 - PL03B) illustrates two connection points onto the Castle Eden Walkway one near the northern edge of the development and one near the southern edge. Whilst these opportunities are welcomed the proposed layout of the Public Open Space (POS) affords an opportunity to introduce a third access to the walkway. This link should be from the south west corner of the proposed POS. An opportunity exists to link this proposed third access with the existing Black Squares Bridge (an old farm vehicle bridge that crosses the former Castle Eden railway line) giving an alternative access to the council owned open space beyond such as Pickards meadow and Brierley woods. This link is indicated on Figure 1 in the informative section of this memo. The use of the former railway bridge would create an experience for the user and retains the use of the former railway architecture.

The Landscape Proposals (Drg. No. N81-2192 – MP_01B) together with three larger scale drawings (Drgs. No. N81-2192 – MP_02-04A) illustrate that the proposed development would be contained by perimeter structure planting with three areas of strategic POS, green corridors along the main access roads and two equipped play areas provided within the site (refer to section on POS for further comments).

No information has been provided on tree or shrub species for the housing areas, POS or road corridors. Full soft landscape details include establishment and maintenance specifications would be required to be agreed as part of the reserved matters application.

The illustrative Masterplan indicates trees planted within communal areas as well as private spaces. Tree planting is essential to the long term sense of place, appearance and amenity of the application Wynyard Village. All proposed trees should be planted no closer than 6 metres to a dwelling or in accordance with NHBC requirements. Dwellings should be set back accordingly to allow for this distance. The provision of street trees along the main distributor roads to create a sense of place in the development should not be prevented by the location of individual building plots.

Street trees and trees in communal areas should be native species of a forest scale, species such as Oak, Scots Pine and Beech, while trees in private residences the trees could be a mix of field specimens and smaller ornamental species so as to safeguard the amenity of the proposed dwellings. However, all tree species should be chosen for their suitability for use in urban areas, biodiversity value as well as their contribution to the appearance of the site.

Street trees within the adopted highway would provide significant amenity value and their use within the residential layout is encouraged. A statement on how such trees could be incorporated into a layout and maintained as part of the adopted highway is noted in the informative section.

Perimeter planting - This planting should allow for 30- 40% evergreen species to screen winter views of the housing, in particular for views that would be afforded from the Castle Eden Walkway. Advance planting of this buffer should be conditioned prior to any works starting on site.

The existing levels on the Castle Eden Walkway need to be taken into account when designing the housing layout and proximity of buildings to the proposed landscape buffer. This would be considered as part of a reserved matters application.

No tree planting is shown on the illustrative Masterplan along the northern access road from Wynyard Woods into the main body of the site, although the application boundary appears to be of sufficient width to accommodate tree and shrub planting. While it is recognised that this area is located within Hartlepool, structure planting must be considered along this route in line with the proposals for the Green Corridor within the interior of the site. The planting should as a minimum, be laid out as per the standards for the existing Wynyard Park Estate. This would help screen views of the traffic on this road from the wider area and enhance the Local Strategic Green Infrastructure Network by improving the biodiversity and visual links for Primary Corridor 9, Billingham Beck to Wynyard (ref Stockton on Tees Green Infrastructure Strategy 2011).

Effects of Shadow - A number of parameter site boundary cross-sections have been produced as indicated on dwgs N81-2192 PL08 and PL09 (locations shown on landscape masterplan dwg. N81-2192 Mp_01B) which show the relationship of the proposed dwellings to the existing and proposed tree planting. These cross-sections together with dwg. N81-2192 PL07 also provides an indication, albeit limited, of the potential shadowing effect on residential properties due to this planting. Further information is, therefore, required regarding this shadowing effect with sections showing the time of day and seasonal affects so the full impact of the existing and proposed trees upon the dwellings in terms of shade can be fully considered. A condition should therefore be included on any approval to require the submission of these details as part of any reserved matters application.

The ecological impact from the loss of existing trees and other habits is considered by others.

The final detailed design of the public realm should, like the buildings, be carefully considered as part of the reserved matters to help the site deliver a high quality environment. Conditions should, therefore, be included on any approval to require the submission of details to control the design of the following:

- General layout including access to the Castle Eden Walkway and all bridge connections;
- Hard and Soft Landscape proposals;

- Sustainable Urban Drainage;
- Establishment and Maintenance proposals for the landscaping;
- Enclosure and street furniture details;
- Street lighting details;
- Proposed levels (all changes being demonstrated against existing ground levels).

The layout and the details being informed by a design guide which should also be conditioned and which should follow the principles set out in the Wynyard Village 1985 Design Guide. Details are noted below.

Design Guide - The Design and Access Statement submitted in support of the application contains a critical review of the existing Wynyard Village development and the 1985 design guide that informed the build out of the original scheme.

In terms of landscape and layout of the proposed development Section 4.2.2 identifies for Primary Roads that:

- Housing on primary roads should be set back (with buffer planting), and either benefit from individual driveways or be accessed from a parallel secondary road;
- Insufficient planting provides insufficient visual buffer between road and housing;
- Blind gables in close proximity to the road, emphasize a sub-urban street-scene, and create monotony, poor visual surveillance. Washing drying and garden sheds also become visible within the scene;
- Driveways should not come directly off the main road. (Note: contradicts with first point identified). There should be visual separation between the roadways and the “threshold”, and
- For Secondary Roads that they should be subservient to primary roads. Winding road geometry would assist this differentiation, and ‘bed’ the road within its landscape context.

Section 6.7.1 also notes:

- That the use of generous verges and the sinuous geometry of the pavement and roads should be retained within the 2013 masterplan.

It is noted within the application that *“A 2 wide grass service verge will be left on the roadside for infrastructure service routes, to allow ease of access for maintenance and possible future sustainable infrastructure retro-fitting.”* This service strip would form part of the wider open space strategy and should be designed so that planting can be successfully accommodated within the verges without interfering with the services.

In addition it is noted that *“The 1985 Design Guide illustrates a selected range of plot boundary treatments that are critical to the character of Wynyard Village. It is intended that these are used as a basis for the 2013 range with a particular emphasis placed upon the estate railing and hedgerows to provide a formal and rural setting.”*

An indicative, but limited, range of street furniture is provided within the Design and Access Statement – the images provided appear to be in keeping with the existing Wynyard Village. Greater detail, in terms of images is provided on the proposed boundary treatments – both fencing and walling for the development. Again these details appear to be in keeping with the existing Wynyard Village. While the 1985 Design Guide provided details on proposed paving materials, no details on the surfacing material has been provided within the current masterplan.

A design guide including the material palette and street lighting should be developed as part of the reserved matters and this guidance shall be in keeping with that of the existing Wynyard Village.

Two watercourses are located within the development site and ideally these should form part of the open spaces enhancing the wildlife and amenity value of these areas.

Bridge Crossing

A bridge connection over the A689 is referred to in the Transport Assessment that supports the application. The bridge requirement also forms part of the Landscape Impact Assessment for planning application 13/0342/EIS Land at Wynyard Village. This refers to how all three Wynyard applications could fund the bridge. The bridge would form connectively between this application site and the proposed housing sites and the proposed school on land within Wynyard Village located south of the A689. It is considered that any over bridge could be an incongruous feature within the semi-rural location of the A689 as it passes between these two sites. However, the proposed location benefits from the presence of existing tree belts which would help screen the ramps of the bridge approach when viewed by the travellers approaching from the west. Travellers heading east would view the ramps backgrounded by the existing tree belts. In the foreground to these views could (if the extant permission 12/21719/RNW is built out), be a four storey hotel. The land to the north of the A689 is presently elevated in the form of a contoured landscaped entrance to Lions Court. If this landscape treatment is extended to the earth ramps both sides of the A689 then an opportunity exists to incorporate the ramps into the landscape, in such a way that the structure complements the entrance. The bridge should be integrated into landscape ramps. Final site levels shall be agreed via a controlling condition.

Any bridge structure should be a low slim structure and if built into the ground at either side it would have the additional benefit of users accessing the route at the deck level rather than road level. If the ramp is accessed via ramps and steps from road level this could lead to pedestrians and cyclists crossing the busy A689 at grade which must be discouraged. The A689 in this location has a 50mph speed limit. If barriers and other 'street clutter' are to be avoided at the bridge crossing then it must not be possible to access the bridge where it abuts the A689. To this end no public footpaths (currently none exist) should lead from the existing Wynyard Park (Lions Court) or Wynyard Village developments, but that these developments should be tied into the end of the ramp sections of the proposed bridge.

Full details of the bridge and its integration with its surrounding would form part of any future reserved matters application.

Trees and Woodland

The proposal involves the development of the site for housing in an area that contains blocks of mature predominantly coniferous plantations. The proposal would remove large parts of certain woodland blocks but retain trees around the periphery to provide screening of the proposed development.

Given the dense unmanaged nature of the coniferous plantations that covers much of the site it is considered that a tree survey in line with BS 5837: 2012, including a Arboricultural Impact Assessment (AIA) would not be practical as part of this Outline Planning application. Therefore, an AIA should accompany each development phase of any reserved matters application. The AIA would then inform the layout of the proposed houses and yield of land in terms of the housing numbers by allowing for the retention of high quality trees. The retention of high quality trees would fulfil one of the landscape strategy aims for the site to retain 'certain internal groups of broadleaved trees' within the development.

A Management Report has been prepared for the site that outlines that "Due to the wet nature of the ground, windblow will become a problem and it is recommended that all trees within range of the building line are removed." As a plantation, when edge trees are felled the remaining trees are likely to be more susceptible to windblow (or Throw) than say parkland trees. As such, it is recommended that a full wind throw assessment of the woodland blocks that could be affected by

the development is undertaken for safety purposes and this would form part of the AIA at the reserved matters stage.

To reduce windblow on the southern edges of the development a swath of the existing plantation should be removed (as part of a managed process over time) and the area replanted with broadleaves to also create an attractive buffer to the areas of remaining woodland. This is indicated in Figure 1 in the informative section of this memo. There is a very tight 'pinch point' between the eastern and western areas of housing development and the construction of the road at this location would impact on the existing trees to the south (outside the red line boundary). A swath of these would need to be cleared and replaced with a deciduous buffer in line with the replanting already outlined to accommodate windblow.

The Landscape Proposals (Drg. No. 5570-99-001) provides a schedule for the species proposed within the perimeter structure planting. The species mixes are acceptable but the inclusion of Ash (*Fraxinus excelsior*) within the woodland core mix should be reconsidered in the light of the recent outbreak of *Chalara fraxinea*, the Ash die back fungus and it is recommended that Sessile Oak (*Quercus petraea*) should be used instead of Ash.

Open Space and Play

The development proposes circa 30% Public Open Space (POS) and 70% developable residential/mixed use areas.

The illustrative masterplan/landscape framework plan MP_01C and The parameter plan PL_02 indicates that the open space provision for the previous 650 dwellings application remains the same for this application. It illustrates three areas of POS, the two larger areas are each of size 0.6 hectares linked to the overall design by green corridors. It is considered that the areas, subject to compliance with Stockton Borough Councils Open Space, Recreation and Landscape Supplementary Planning Guide SPD 2 and detail design at the reserved matters stage, are acceptable.

The requirements of SPD 2 are provided in the informative section. Figure 1 in the informative section of also indicates the POS arrangements and additional linkage.

Two equipped play areas are indicated, a sub-neighbourhood facility (ranked as 2.5 units), located within eastern area of housing and a doorstep facility (ranked as 1 unit) towards the west. This allocation exceeds the SPD2 requirements.

The sub-neighbourhood facility is located in an area of existing plantation woodland and it should be demonstrated how this is to function within this woodland with an approximate area for play, with indicative required tree clearance and replanting demonstrated to ensure the successful function of the play facility in this position.

In accordance with the guidance provided by Fields in Trust a buffer zone of 30 metres should separate the activity zone of the play facility from the boundary of the nearest property. Details of the sub-neighbourhood facility and doorstep facility are included in the informative section.

It would be envisaged that all of these green spaces and play areas would be maintained in perpetuity by Cameron Hall Estates or any successor company. Maintenance proposals for a 25 year period should be considered as part of a reserved matters application. Notification of who is to maintain the play areas could inform the approval of the design and early discussions is encouraged with the Council on these matters.

Formal sports provision is illustrated as part of the proposed school. The community use of these pitches should be secured by condition. Confirmation that any expansion of the school to create a

third form entry should be sought both to future proof the education provision and the formal playing pitches.

The onsite provision of POS in terms of Sports, Amenity Greenspace and Play should at least meet the minimum standards of open space provision as set out in SPD 2.

Sustainable Urban Drainage (SUDs)

Detailed comments on the design of the SUDs are provided in the flood risk management section but the design of how the SUDs framework relates to the landscaped open spaces would be developed as part of the reserved matters. Whilst the wider open space may be maintained in perpetuity by Cameron Hall Estates, maintenance of the SUDS would on adoption of statutory legislation fall to the local authority to maintain. Formal adoption of the SUDs is likely to inform their design and early discussions are encouraged with the Council on these matters.

Environmental Policy

There is no evidence of a coherent approach to the provision of any renewable energy supply supported by calculations regarding anticipated energy demand and the proposed meeting of part of that demand from renewable energy supply. Housing must be built to code for Sustainable Homes level 4 minimum. A clear statement is required as to how the requirements of Core Strategy Policy 3 (CS3 – Sustainable Living and Climate Change) are to be complied with.

Conditions should, therefore, be included on any approval to require the submission of details as part of the reserved matters with evidence of a design approach to address the requirements of CS3 and renewable energy supply.

Flood Risk Management

A flood risk assessment (FRA), dated October 2012, has been prepared by iD Civils Design Ltd (iD). The FRA has not been updated following the revisions to the application.

The FRA concludes the following:

- The development site is located within Flood Zone 1, low probability of flooding, and the development type is deemed appropriate.
- The development site is currently undeveloped.
- The risk of flooding to the site from watercourses, overland flow, sewers and groundwater is considered to be low.
- The greenfield flow rate for the site, based upon the method set out in the Institute of Hydrology Report 124, is approximately 3.33 l/s/ha.
- The site is underlain by low permeability soils, and as such infiltration drainage techniques are unlikely to be appropriate.
- Whilst the final development layout will be agreed as part of the reserved matters application. An assumption has been made in the submitted Flood Risk Assessment (FRA) that there is a net impermeable area of circa 35% of the developable 55.76 ha. Based on this estimation the total drained catchment area of the site is likely to be in the order of 19.41 ha however the exact drained catchment area will be agreed as part of the reserved matters application. It is however, noted that the built development area would be dependent on compliance with SPD6. This planning document must be complied with in terms of actual areas of POS (greenspace) that would be provided within the application site. The area of POS remaining after development may therefore exceed the minimum assumptions made with the FRA.
- Surface water run-off will be restricted to greenfield rates for all events up to the 1 in 100 year storm, plus a 30% allowance for climate change.

- Surface water will be managed by the incorporation of SUDS measures within the drainage system. Although the detailed strategy is still to be developed, the FRA proposes the incorporation of a number of conveyance swales flowing to ponds.
- The proposed drainage strategy identifies 5 ponds with gross catchments varying from 2.65ha to 16.42ha. The restricted run-off rates have been based upon the gross area discharging at a rate of 3.33 l/s/ha, and includes a reduction of 20%.
- Indicative storage volumes, varying from 560m³ to 3900m³, have been provided.
- There are two ordinary watercourses located within the boundary of the proposed development site, the ordinary watercourses must remain on site and where they cross private gardens will become the responsibility of the riparian landowner.

The EA have stipulated that flows should be restricted, although there is no specific requirement in their recommended condition that storms must be restricted to greenfield run-off rates for all events up to and including the 1 in 100 year event. Although this is stated in the iD FRA, it would be prudent to amend the wording of the EA recommended condition to capture this requirement, to ensure that greenfield run-off rates for storms less than 1 in 100 years are not exceeded.

Conditions should, therefore, be included on any approval to require the submission of details of Surface Water Management (SWM). Typical conditions and Informatives as to how SWM details could be brought forward are contained in the Informative Section of this memo.

In discharge of this planning condition, the developer must provide a detailed surface water management plan, detailing measures used to restrict flows to the greenfield run-off rates quoted in the FRA for all storms up to and including the 1 in 100 year storm. Appropriate allowances for climate change, in accordance with the NPPF, and as quoted in the FRA, should be included within their design.



STREET TREES

The Street Trees to be offered for adoption to SBC shall be planted at a maximum of 10m centres and shall be of a stock size of 20 - 25cm girth, rootballed stock type. Trees in grass verges shall be triple staked with wire tree guards. Trees in hard surfaces would require tree grills and guards. Such details would be agreed as part of the Hard Landscape proposals submitted as part of any reserved matters application. Details of the area required for the planting of avenue trees shall be agreed as part of any reserved matters application. The construction details and planting establishment and maintenance specifications for the trees and surfaced pits would be agreed as part of the S38 Agreement for adoption.

STOCKTON BOROUGH COUNCILS OPEN SPACE, RECREATION AND LANDSCAPE SUPPLEMENTARY PLANNING GUIDE SPD 2

Sub-Neighbourhood Facility Play area

In addition to the minimum 0.6 ha kickabout area the sub-neighbourhood Facility should have a minimum of the following attributes:

A self-contained site with adequate buffer zones from equipped elements, landscaped areas and grassed areas, good natural surveillance, good access and linkages e.g. footpaths and cycle paths;

The play value (as rated by RoSPA) for a 2.5 unit site should, reflect the aspirational nature of the proposed development and should be as follows:

- Overall site: *good or above*;
- Ambience: *good or above*;
- Toddlers: *average or above*;
- Juniors: *average or above*;
- Teenagers: *good or above*.

The majority of the equipment should be metal and the safety surface grass mat (where appropriate).

Doorstep Facility Play area

In addition to the 0.6 ha kickabout area the Doorstep facility (1 unit) should have a minimum of the following attributes:

A self-contained site with adequate buffer zones from equipped elements, landscaped areas and grassed areas, good natural surveillance, good access and linkages e.g. footpaths and cycle paths;

Play equipment catering for a wide age range and DDA compliant. The site should be a mix of equipped features and 'landscape for play' concepts;

The play value (as rated by RoSPA) for a 1 unit site for Wynyard should, reflect the aspirational nature of the proposed development and should be as follows:

- Overall site: *good or above*;
- Ambience: *good or above*;
- Toddlers: *average or above*;
- Juniors: *good or above*;
- Teenagers: *good or above*.

The majority of the equipment should be metal and the safety surface grass mat (where appropriate).

CONSTRUCTION OF HIGHWAYS FOR NEW DEVELOPMENTS

The works require alterations or extensions to the existing adopted highway.

Where a development involves works requiring either improvement or alteration to the existing highway, the Developer may be required to enter into an agreement with the Council as Highway Authority under Section 278 of the Highways Act 1980. This requirement often occurs as a condition on the grant of planning permission.

As part of the new Development you may wish the Council to adopt highways (including carriageways, footways, verges, cycleways, highway drainage and street lighting) which would then be maintainable at public expense. In order to achieve this you would be required to enter into an agreement with the Council as Highway Authority under Section 38 of the Highways Act 1980.

The Council would only consider adoption provided any highways are designed and constructed in accordance with the 'Design Guide and Specification for Residential and Industrial Estates' which can be downloaded from the Stockton Council website.

It is important for Developers to appreciate that obtaining a planning consent does not imply that a layout is suitable for adoption or give permission to work on an adopted Highway.

It is recommended that the Council is consulted about any of the above at an early stage as the Council are unlikely to adopt the highway without the Developer entering into a Bond with the Council for inspecting the construction and short term maintenance of the proposed highway at regular intervals.

If you require any further information please do not hesitate to contact:

Highway Asset Manager
Highway Network Management
Stockton-on-Tees Borough Council
Technical Services
PO Box 229
Kingsway House
Billingham, TS23 2YL
Telephone: (01642) 526739
Fax Number: (01642) 361690
Email: technicalservices@stockton.gov.uk

DAMAGE TO HIGHWAY VERGE

The Developer is reminded that it is an offence to cause damage to the Highway or to deposit any item on the Highway that causes a nuisance or danger. Any damage to the Highway caused by the development must be repaired at the developer's expense. The Highway Authority will seek, wherever possible, to recover any expenses incurred repairing the Highway surfaces and prosecute persistent offenders. (Highways Act 1980 sections 131, 148, 149).

The developer should contact the Care For Your Area Highway technicians prior to any works on site to arrange an inspection of the Highway surfaces fronting the development.

CONSTRUCTION DELIVERIES

It should be ensured that, during construction, deliveries to the site do not obstruct the highway. If deliveries are to be made which may cause an obstruction to the highway then early discussion should be had with the Highway Authority on the timing of these deliveries and measures that may be required so to mitigate the effect of the obstruction to the general public.

POTENTIAL SUDS MEASURES AND MAINTENANCE IMPLICATIONS

In determining SUDS measures that can be incorporated into a surface water drainage scheme, the developer should refer to the advice given in CIRIA report C697, *The SUDS Manual*. iD suggest in the FRA that SUDS techniques will be used, proposing conveyance swales and ponds. The illustrative masterplan provided in support of the application indicates a number of SUDS features, including ponds and swales.

The following is a summary of SUDS measures that may be incorporated into the drainage scheme by the developer.

Roadside Swales

Swales are shallow vegetated channels designed to convey road runoff and treat pollutants, and can be used for treatment, attenuation and storage.

There may need to be additional land take in order to provide space for swales between highways and footways. Maintenance requirements are as follows:

- Monthly inspections to identify mowing requirements;
- Monthly litter removal;
- Scarifying and spiking as required following inspection;
- Repair damaged vegetation as required following inspection.

Bio retention Areas

Bio retention areas are shallow landscaped depressed areas that are under drained and rely on enhanced vegetation and filtration to reduce runoff volumes and remove pollutants. They often rely on infiltration, but positive outfalls can be provided where ground conditions are unsuitable for infiltration.

There may need to be additional land take in order to provide space within footway for bio retention areas, although often these areas can form part of the general landscape strategy. They rely on small catchment areas to avoid clogging. Maintenance requirements are as follows:

- Monthly inspections;
- Weed control, as required, following inspections;
- Annual replacement of top mulch layer;
- Replace damaged vegetation, as required following inspection;
- Spiking or scarifying every 3 years.

Ponds

Ponds are basins that embody a permanent pool of water in the base. These may be formed within natural depressions or formed by excavation. The permanent pool provides the required treatment with temporary storage above providing flood attenuation for the required rainfall events.

The development indicates a number of green spaces, and it may be possible to incorporate ponds into these green spaces that would provide both amenity and SUDS benefits. Maintenance requirements are as follows:

- Monthly inspections to determine frequency of maintenance activities;
- Grass cutting following inspection, if required;
- Bank clearance annually following inspection, if required;
- Manage and repair landscaping following inspection, as required;
- Forebay sediment removal, as required;
- Sediment removal from main pond area, typically 25 years or greater.

Basins

Basins are either naturally occurring vegetated depressions, or excavated depressions in the ground designed to retain surface water runoff for the required period of time to allow treatment and attenuation to take place.

If it is not appropriate to have permanent bodies of water incorporated into the green spaces, then shallow basins that only fill during periods of heavy rainfall may still be possible. Maintenance requirements:

- Monthly inspections to determine frequency of maintenance activities;
- Grass cutting following inspection, if required;
- Bank clearance annually following inspection, if required;
- Manage and repair landscaping following inspection, as required.

Private SUDS measures

In addition to the above, and in accordance with Building Regulations Approved Document H3, 2.6-2.13, the developer should consider the use of permeable surfacing to driveways and other private paved areas, or draining these areas onto/into soft landscaping in preference to a positive outfall. Permeable surfacing could comprise blockwork, or gravel driveways with flagged wheel tracks. Whilst underlying ground conditions may still result in some run-off from these areas, permeable surfacing may provide benefits in terms of attenuation and water quality improvements.

ADDITIONAL FLOOD RISK MANAGEMENT ISSUES TO CONSIDER

Development Phasing

The drainage strategy for the whole development should be planned such that it isn't reliant on future phases, should the development be constructed in a phased manner.

The philosophy of SUDS is that surface water is managed as close to source as possible. The incorporation of swales, ponds and basins alongside highways and in open green spaces will contribute towards a surface water drainage system that follows this philosophy.

The provision of SUDS throughout the development, rather than relying on an end of pipe solution such as the pond, should reduce the volume required for the pond.

Adoptability

SBC highways have confirmed that they are not averse to the use of SUDS features such as swales and ponds. As part of their surface water drainage strategy, the developer should prepare a SUDS management and maintenance strategy to be discussed and agreed with SBC.

The design of the drainage system should be carefully considered and discussed with both SBC and Northumbrian Water (NW), in order to ensure that the provision of elements within the system does not compromise the adoptability of other elements (for example, any piped systems that would be offered to NW for adoption under a Section 104 agreement).

Particular elements of the drainage system, together with where the potential adopter of each element are summarised in the table below:

Drainage Element	Potential Adopter
Piped surface water drainage from buildings and highways, including oversized pipes used for storage	Northumbrian Water
Piped surface water drainage taking only run-off from highways and/or footways	Local Authority
Roadside swales	Local Authority
Bio retention areas	Local Authority
Ponds and basins	Local Authority/Private management company on behalf of developer

Private SUDS measures would be maintained by the relevant home owners.

FLOOD RISK CONDITIONS

In order that the developer considers and agrees SUDS measures with SBC as part of their design, the following should be used as the basis for a planning condition text relating to the provision, management and maintenance of a sustainable drainage system:

No development permitted by this planning permission shall be commenced until details of a scheme for the provision of surface water management has been submitted to and approved in writing by the Local Planning Authority. The details shall include:-

- details of the drainage during the construction phase;
- details of the final drainage scheme, including sustainable drainage measures proposed;
- provision for exceedance pathways and overland flow routes
- calculations in support of the proposals;
- a timetable of construction;
- a construction quality control procedure;
- a plan for the future maintenance and management of the system and overland flow routes.

Reason:

To prevent the increased risk of flooding and minimise the risk of pollution of surface water by ensuring the provision of a satisfactory means of surface water control and disposal during and after development.

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 clearing the land ready for the development hereby approved shall be burned on the site except in a properly constructed appliance of a type and design previously approved by the Local Planning Authority.

' 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.

' Unexpected land contamination

In the event that contamination is found at any time when carrying out the approved development that was not previously identified, works must be halted on that part of the site affected by the unexpected contamination and it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken to the extent specified by the Local Planning Authority prior to resumption of the works.

' 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.

Further to your memorandum regarding the above application I can confirm that I have examined the air quality report for this development and I am satisfied that the proposed development will have minimal impact on local air quality

Highways Agency

Offers no objection

Northern Gas Networks

No objection and standard mains record shown.

Northumbrian Water Limited

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

Further to our response to the original application for up to 650 houses, we have the following comments to make:

The planning application does not provide sufficient detail with regards to the management of foul and surface water from the development for NWL to be able to assess our capacity to treat the flows from the development. We would therefore request 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 in writing 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.

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 2010. Namely:-

- Soakaway
- Watercourse, and finally
- Sewer

If sewer is the only option the developer should contact Niki Mather (tel. 0191 419 6603) at this office to arrange for a Developer Enquiry to ascertain allowable discharge points and rates.

It is important that Northumbrian Water is informed of the local planning authority's decision on this application. Please send a copy of the decision notice.

The Environment Agency

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

Condition: Flood Risk Assessment

The development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) by iD civils and the following mitigation measures detailed within the FRA:

1. Limiting the surface water run-off generated by the impermeable areas to the existing greenfield run off rate so that it will not exceed the run-off from the undeveloped site and not increase the risk of flooding off-site. Details will be required of where and at what rate each discharge will be made.

The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

Reason

1. To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site.

Condition: Buffer Zone

No development shall take place until a scheme for the provision and management of a 5 metre wide buffer zone alongside the watercourse shall be submitted to and agreed in writing by the local planning authority. Thereafter the development shall be carried out in accordance with the approved scheme and any subsequent amendments shall be agreed in writing with the local planning authority. The buffer zone scheme shall be free from built development including lighting, domestic gardens and formal landscaping; and could form a vital part of green infrastructure provision. The schemes shall include:

- plans showing the extent and layout of the buffer zone
- details of any proposed planting scheme (for example, native species)
- details demonstrating how the buffer zone will be protected during development and managed/maintained over the longer term including adequate financial provision and named body responsible for management plus production of detailed management plan; and
- details of any proposed footpaths, fencing, lighting etc.

Reasons

Development that encroaches on watercourses has a potentially severe impact on their ecological value. Land alongside watercourses is particularly valuable for wildlife and it is essential this is protected.

This condition is supported by the National Planning Policy Framework (NPPF), paragraph 109 which recognises that the planning system should aim to conserve and enhance the natural and local environment by minimising impacts on biodiversity and providing net gains in biodiversity where possible, contributing to the Government's commitment to halt the overall decline in biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures. The Natural Environment and Rural Communities Act which requires Local Authorities to have regard to nature conservation and article 10 of the Habitats Directive which stresses the importance of natural networks of linked corridors to allow movement of species between suitable habitats, and promote the expansion of biodiversity.

Paragraph 118 of the NPPF also states that opportunities to incorporate biodiversity in and around developments should be encouraged.

Separate to the above issues, we have the following advice to offer:

Great Crested Newt - Advice to LPA/Applicant

Our records show that there could be great crested newt in the area. These are protected under the Wildlife & Countryside Act 1981 and The Conservation of Habitats and Species Regulations 2010. Further guidance can be found at <http://www.naturalengland.org.uk/ourwork/regulation/wildlife/advice/advisoryleaflets.aspx#newts>.

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.

We do not consider this site a priority as there does not appear to have been any potentially contaminative previous uses, 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.

Sustainable Drainage Systems - Advice to LPA/Applicant

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

Further information on SUDS can be found in: the CIRIA C697 document SUDS manual; HR Wallingford SR 666 Use of SUDS in high density developments; CIRIA C635 Designing for exceedance in urban drainage - good practice; and the Interim Code of Practice for Sustainable Drainage Systems. The Interim Code of Practice provides advice on design, adoption and maintenance issues and a full overview of other technical guidance on SUDS. The Interim Code of Practice is available on our website at: www.environment-agency.gov.uk and CIRIA's website at www.ciria.org.uk

Spatial Plans Manager

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.

This response focuses on the key spatial, housing and economic planning policy issues which relate to the application and the draft allocation of the site in the emerging Regeneration and Environment LDD.

The Development Plan - overview

The development plan currently comprises the:

- 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).

The application site is outside of the defined limits to development as set out in Saved Policy EN13 and within the Wynyard Park Special Landscape Area (Saved Policy EN7c). The application is contrary to Saved Policy EN13 and there is the potential for it to conflict with Saved Policy EN7c.

You will also be aware that the Council consulted on the Regeneration and Environment LDD preferred options document in the summer of 2012. This included emerging policies which are relevant to the Wynyard area, specifically a draft housing allocation for part of the site which is the subject of this application and a draft housing allocation for Wynyard Park. However, due to the number of objections to the policies and the statement in paragraph 216 of the NPPF, only limited weight can be attached to these policies.

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.
The National Planning Policy Framework (NPPF)

The NPPF is a significant material consideration in the determination of planning applications. Paragraph 14 states that at the heart of the NPPF is the presumption in favour of sustainable development which is a „golden thread running through both plan-making and decision-taking“. For plan-making this includes local planning authorities positively seeking „opportunities to meet the development needs of their area“. For decision-making it means:

- approving development proposals that accord with the development plan without delay; and
- where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:
 - Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or
 - Specific policies in this Framework indicate development should be restricted.

The NPPF provides that “Housing applications should be considered in the context of the presumption in favour of sustainable development. Relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites.” (para 49).

The NPPF states that the purpose of the planning system is to contribute to the achievement of sustainable development. There are three dimensions to sustainable development: economic, social and environmental.

The NPPF states that a set of core land-use planning principles should underpin both plan-making and decision-making. Included in these principles are that planning should „take account of the different roles and character of different areas, promoting the vitality of our main urban areas, protecting the Green Belts around them, recognising the intrinsic character and beauty of the countryside and supporting thriving rural communities within it“. The proposal conflicts with Saved Policy EN13 - Limits to Development but no significant environmental harm has been identified as likely to arise from the proposal.

One of the NPPF core planning principles includes making every effort to „identify and then meet the housing, business and other development needs of an area, and respond positively to wider opportunities for growth.“ The 1st bullet point of NPPF paragraph 47 states that to boost significantly the supply of housing local plans should „use their evidence base to ensure that their Local Plan meets the full, objectively assessed needs for market and affordable housing in the housing market area, as far as is consistent with the policies set out in this Framework, including identifying key sites which are critical to the delivery of the housing strategy over the plan period“. The proposal would assist in addressing the identified need for housing and thus fulfil both a social and an economic role.

The supply of deliverable housing land

The five year housing supply assessment for Stockton-on-Tees is updated annually using a base date of 31 March. The Council has produced a report entitled „Five Year Deliverable Housing Supply Final Assessment: 2013 – 2018“. The Report concludes that the Borough has a supply of deliverable housing land of 3.96 years.

The five year supply assessment is also being updated every 3 months on a trial basis. The third quarterly update covers the period 1st January 2014 to 31st December 2018 and concludes that the Borough has a supply of deliverable housing land of 4.37 years with a 20% buffer added (with the shortfall being 455 dwellings).

The guidance in the NPPF states that a 5% or 20% buffer must be added to the supply of deliverable sites, depending on whether or not there has been a record of persistent under-delivery of housing. The issue of whether to add a 5% or a 20% buffer was debated at the Low Lane, Ingleby Barwick Public Inquiry. The inspector commented on this in his report as follows: „Over the CS plan period, the Council agreed that there has been persistent under-delivery“ (paragraph 11.3). In the context of the Inspector’s Report it is now considered necessary to add a 20% buffer to the requirement for a five year supply of housing sites.

The Council cannot demonstrate a 5 year supply of housing land. The policies in the development plan that deal with housing supply are therefore to be considered out of date and the proposal must be assessed in relation to the presumption in favour of sustainable development and the tests set out in NPPF paragraph 14, namely that the application should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF as a whole.

The application is contrary to points 2 and 3 of Core Strategy Policy 1 - The Spatial Strategy and to Core Strategy Policy 7- Housing Phasing and Distribution. However, relevant policies for the supply of housing are not up-to-date if the authority cannot demonstrate a five year supply of deliverable housing sites. Other policies in the development plan that are relevant to the application remain up-to-date and are referenced in these comments.

Relationship to the NPPF and the adopted Development Plan

Sustainable transport and travel

The proposal will need to be assessed in relation to Core Strategy Policy 2 (CS2) - Sustainable Transport and Travel. Comments regarding the sustainability aspects of the proposal are included in the strategic issues section of these comments.

Sustainable living and climate change

The proposal will need to be assessed in relation to Core Strategy Policy 3 (CS3) – Sustainable Living and Climate Change. The 1st bullet point of point 8 of Policy CS3 states that 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“. It is understood that the proposal generally achieves this although details of reserved matters remain to be considered through a further application.

Affordable housing

The 2012 Tees Valley Strategic Housing Market Assessment (TVSHMA) identifies an annual affordable housing requirement of 560 dwellings for the borough of Stockton-on-Tees. This includes an annual requirement for the rural housing sub-division, which includes the Parish of Grindon, of 33 dwellings. Given that the average annual housing requirement for the borough for dwellings of all tenure types is 555 dwellings it is clearly not realistic to meet the TVSHMA requirement in full and this is recognised in the annual affordable housing targets set by Policy CS8. However, the policy also states that the targets are minimums, not ceilings.

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%.“

Point 6 of Policy CS8 states that „Off-site provision or financial contributions instead of on-site provision may be made where there is robust evidence that the achievement of mixed communities is better served by making provision elsewhere“.

It is understood that the applicant will provide financial contributions equivalent to the cost of 15% on-site affordable housing provision. Affordable housing provision at a rate equivalent to 15% will make a contribution towards achieving the affordable housing targets set by policy CS8 and is a significant material consideration in support of the application.

However, the provision of the 15% as a financial contribution needs to be justified as the Council's general preference is for on-site provision. Although not adopted development plan policy, it is relevant in this context that Policy H1m - Wynyard Village in the Regeneration and Environment LDD Preferred Options, states that development proposal will be expected to provide contributions for affordable housing to be delivered off-site. The reasoned justification states „Unlike the Wynyard Park area this area is further away from the job opportunities on offer in Wynyard Park and other services. It is therefore considered that affordable housing related to this area should be delivered off-site“. It is also relevant that affordable housing provision in the form of a financial contribution would maintain the executive character of Wynyard Village.

Housing mix

The TVSHMA sought to investigate the requirements for executive housing through a review of existing provision, stakeholder discussions and analysis of household survey evidence. It examined the preferences of higher income households using household survey data and concluded that a challenge must be to provide more large houses in the better areas of the Tees Valley to help attract more and retain more mid-upper income households.

It is very difficult to quantify the need and demand for executive housing but the historic success of the Wynyard development suggests that Wynyard Village can support further executive homes at this prestigious and exclusive location.

The Council's vision for the Wynyard Village extension is that it will maintain the „Wynyard brand' with housing that is exclusively high quality and high value and is well related to the existing settlement. The applicant has submitted a design and access statement which characterises the residential development as „developing a unique executive housing offer“.

Open Space Provision

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 Open Space, Recreation and Landscaping SPD includes quantity standards which identify the level of demand caused by new development. Combined with this are minimum acceptable size thresholds which identify when a development becomes large enough to require the provision of on-site open space. The Council have provided a calculator which can be used to identify what the requirements are likely to be for individual developments; it is necessary to assess whether on-site provision meets these standards. In this regard consideration should be given to the „Vision for Open Space“ section of the Open Space, Recreation and Landscaping SPD (paragraphs 4.13 to 4.21). Core Strategy Policy CS11 „Planning Obligations“ is also material and contributions should be determined in accordance with guidance contained within the Open Space, Recreation and Landscaping SPD.

Environmental protection and enhancement

Paragraph 17 of the NPPF sets out 12 „core planning principles“ including, that planning should “recognise the intrinsic character and beauty of the countryside...” and that it should “contribute to conserving and enhancing the natural environment and reducing pollution...”

Section 11 of the NPPF elaborates on these principles, with paragraph 109, explaining that the planning system should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes, and minimising biodiversity impacts and seeking net biodiversity gains, amongst other things.

Limits to Development

Saved Policy EN13 - Limits to Development in the adopted Local Plan (1997), seeks to maintain the limits to development that have been identified around the main urban core and the village. In order to do this the policy sets out the categories of development that can be permitted outside the limits to development without compromising this objective. The development proposed by the applicant does not fall into any of the categories listed. The proposal is therefore, contrary to Policy EN13.

Strategic Gaps

Core Strategy Policy 10 (CS10) - Environmental Protection and Enhancement, states at Point 3i) „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 strategic gaps between the conurbation and the surrounding towns and villages, ...“. The application site forms part of the strategic gaps separating Wynyard Village from Sedgfield and from Thorpe Thewles and Grindon. However, a considerable distance and physical features (woodland and changes in ground levels) would maintain the separation between the nearest settlements and the development.

Landscape capacity and character

As stated above, NPPF core planning principles and paragraph 109 state that local planning authorities should maintain and enhance the character of the landscape.

Saved Policy EN7 - Special Landscape Areas states that development which harms the landscape value of special landscape areas will not be permitted” and includes Wynyard Park in the areas listed. As a part of the development plan this is the starting point for considering landscape issues.

Policy SPA 2 from the Cleveland Structure Plan (1990) set out broad special landscape areas across the then Cleveland County on a strategic diagram. This provided the basis for saved policy EN7 to identify the boundaries of this special landscape area on to an ordnance survey plan. Policy SPA2 was repeated in the 2004 structure plan, but was deleted when the Regional Spatial Strategy was adopted.

Whilst the designation remains, given its age and the potential changes to the landscape since the designation, significant weight should be given to up to date evidence when considering the impact of the development on the landscape.

The Stockton-on-Tees Landscape Capacity Study (July 2011) part of the evidence base for the emerging Regeneration and Environment LDD, shows that the part of the site within the Council's preferred options allocation¹ has „medium“ landscape capacity whilst the additional land included in the planning application² has „low“ landscape capacity.

It is understood that the Council's Technical Services team will include a detailed landscape appraisal of the scheme in their comments. This will be an essential response in understanding how the development impacts on the landscape and character of Wynyard Village and the Strategic Green Infrastructure Corridor at Wynyard Woodland Park.

Biodiversity and other environmental protection issues

The 1997 adopted Local Plan identified Black Squares Plantation as a Site of Nature Conservation Importance (SNCI). This designation included an area of the plantation which was also recognised in the Local Plan as a housing site. This housing site has mostly been developed, with the exception being two small sites in the west of the designation.

The SNCI status has now been replaced by the Local Wildlife Site (LWS) designation. The Tees Valley Biodiversity Partnership produced a guidance document on the selection of Local Wildlife Sites which was based on local scientifically based knowledge. As Black Squares Plantation was previously an SNCI, it was assessed as part of the LWS process, but did not meet the criteria to be classed among the 58 identified sites.

The Spatial Planning team understands that evidence has been submitted with the application relating to the impact of the development on protected species and any biodiversity benefits that the proposal may have, and that this has been assessed by suitably qualified consultees. Given the Government's policy in paragraph 109 of the NPPF, any net biodiversity gains or losses could be a significant material consideration in this application.

The quality of the agricultural land

A 1988 survey of the best and most versatile agricultural land identifies part of the area as being grade 3a. This is classed as being the best and most versatile agricultural land (grades 1, 2 and 3a). The site should be considered against paragraph 112 of the NPPF, which states: "Local planning authorities should take into account the economic and other benefits of the best and most versatile agricultural land. Where significant development of agricultural land is demonstrated to be necessary, local planning authorities should seek to use areas of poorer quality land in preference to that of a higher quality."

Relationship to the emerging Development Plan

The Regeneration and Environment Preferred Options

The Council has recognised that because of changing economic circumstances the housing strategy in the adopted Core Strategy will not deliver the housing requirement for the Borough. For this reason the Council decided to undertake a review of the strategy which was incorporated in to the draft Regeneration and Environment LDD preferred options consultation (2012). This document proposes a significant shift in strategic planning policy within the Wynyard area.

In order to deliver the housing requirement to 2030 the document first of all identified a number of urban extensions to the main settlements in the Borough. Given the lack of alternative options the selected strategy seeks to make Wynyard a more sustainable settlement. This strategy is identified as being delivered through the site at Wynyard Park (north of the A689) and the extension to Wynyard village, which is the subject of this application.

In determining the application significant consideration should be given to any sustainability benefits from the proposal and these should be considered against the relevant development plan policies and the presumption in favour of sustainable development in the NPPF.

In the view of the Spatial Planning team the reduced numbers does not fundamentally compromise the vision for Wynyard to become a more sustainable settlement. The draft plan set out 1,300 homes. The Wynyard Park and Wynyard Village applications comprise 900 homes in Stockton with 200 homes in Hartlepool (see the Strategic Issues section of these comments for an overview of planning applications in Wynyard). This should still meet the aspiration of creating a sustainable community as envisaged.

Policy H1k - The Wynyard Master-plan

Point 1 of Policy H1k - The Wynyard Master-plan, in the Regeneration and Environment Local Development Document Preferred Options states that the Council will prepare a master-plan for Wynyard settlement, which will be adopted as a Supplementary Planning Document. Point 2 states that the original high quality vision of a low density settlement in a rural area will be maintained.

The proposal includes a retail element. The application site is a location which would fail the conventional application of the sequential test for retail development. However, the small scale of retail development proposed is proportionate to the needs of the residential community that will be created. This is recognised in Policy H1k which envisages that the master plan will promote facilities to meet the local needs of residents.

Policy H11 – Wynyard Village

Policy H11 in the Regeneration and Environment LDD Preferred Options states that 30 ha of land are allocated for a western extension to Wynyard Village incorporating up to 300 dwellings. The consequences for Black Squares Plantation from the proposed allocation are discussed below.

The Core Strategy Review Issues and Options Document published in 2011 identified a potential extension to Wynyard Village of 92 ha and up to 300 dwellings.

The boundary of the site consulted upon in the Issues and Options document with reference to the Wynyard Master-plan document that had been submitted to the Council in 2007 for consideration through the Strategic Housing Land Availability Assessment process. The Wynyard master-plan document proposed the development of 275 - 300 dwellings within a woodland setting.

The boundary of the site consulted upon in the Regeneration and Environment LDD Preferred Options reduced the site size from 92 ha to 30 ha. There were three reasons why it was decided to reduce the site size. These were: -

- It was considered that an area of the original Issues and Options site should be omitted in order that it could be used for social infrastructure
- The Spatial Planning team considered that the western part of the site should be reduced in extent in order to minimise the amount of development located close to the landscape / visually sensitive setting of the Castle Eden Walkway.
- The issues and options site proposed 300 dwellings over 92 hectares, about 3 dwellings per hectare. Officers considered that the ultra-low density scheme would have been unlikely to come forward at that rate. This would have inevitably led to an increase in dwellings numbers and intensification (increased density) of the development area, as has been proposed in this application.

The boundary of the application site broadly corresponds to the boundary of the site as originally identified in the Issues and Options document. The application identifies that social infrastructure will be included within the boundary of the application site.

The revised quantum of development proposed is increased by the application from up to 300 dwellings in the Preferred Options, to 500 dwellings. However, the low-density executive housing ethos consistent with maintaining the Wynyard Village „brand“ is carried forward. The key considerations in determining whether the increase in numbers is acceptable will be improving the sustainability of Wynyard village, the impact on the landscape and character of the area and the highways capacity of the development which is outside the scope of these comments.

Black Squares Plantation

Both the application and the Council's preferred options draft allocation identified the removal Black Squares Plantation. The plantation is not included on the ancient woodland inventory. However, historic maps show that the area was woodland at least as far back as the 19th century. The area is a commercial conifer plantation, and, regardless of the proposed site allocations, harvesting of this plantation could occur in the near future, as recognised in the Landscape Character Assessment. The main impact from this change will be on the existing Wynyard Village and Wynyard Woodland Park, previously known as the Castle Eden Walkway. The woodland park is a strategic green infrastructure corridor which includes a former railway line on a generally north to south alignment.

The Regeneration and Environment LDD preferred options document attempted to manage this change by retaining a tree buffer around the potential housing allocation, and requiring replacement tree planting. The draft policy also sought replacement tree planting to mitigate the tree cover lost, and, depending on the location of any planting, to mitigate the landscape impact of the proposal.

It was envisaged that this approach would minimise views towards the development and would help to protect the intrinsic character of the countryside in this area. However, this approach was subject to objections from residents and Hartlepool Borough Council and local residents and the draft allocation has a limited weight in the decision making process.

In considering the loss of Black Squares plantation it is recommended that the policy context set out in the Environmental Enhancement and Protection section of this response is given significant weight.

Prematurity

The draft policies refer to the production of a Supplementary Planning Document to create a master-plan for the Wynyard settlement, which could only be produced following adoption of the policies. This application potentially creates the possibility that the proposal could be premature, especially as a core principle in the NPPF states that planning should be genuinely plan-led.

However, recent decisions by the Secretary of State suggest that this principle is being accorded less weight than the need to demonstrate a five year supply of deliverable housing sites. This is notwithstanding the fact that the Core Strategy Review is housing-delivery led and the Council is seeking to put in place a five year supply of deliverable housing sites as quickly as possible through a plan-led approach.

Strategic issues

The Wynyard area has previously been referred to as an unsustainable location. The reasons for this can be summarised as:

- Services for residents in the area are deficient;
- The site is situated in a remote rural location; and,
- Public transport facilities to the area are limited.

The housing allocations within the Regeneration and Environment LDD envisaged 1,300 dwellings, with new residents in these homes making new services in the village more viable, assisting in the creation of a sustainable community.

The Spatial Planning team understands that the development of Wynyard Village will provide a number of sustainability benefits. These are summarised as:

- Provision of a primary school and nursery;
- Accessibility improvements, both to Wynyard Woodland Park and a contribution to a crossing over the A689;
- Open spaces and community facilities;
- Retail units;
- Doctor's surgery

The applicant's supporting planning statement also indicates that the development would assist in ensuring „that the important historic environment of the Hall and its gardens and parkland can be properly conserved and maintained for the benefit of future generations'.

Whilst the application recognises the approach in the Regeneration and Environment LDD to improve the sustainability of the settlement, the „benefits" outlined above, plus the employment opportunities to the north of the A689 could provide a genuine long-term sustainability benefit to the village. If these facilities were secured this could be a significant material consideration in this application.

The application raises significant cross boundary and strategic issues. It is important that the application is considered within this context. The Advisory Team for Large Applications (ATLAS), which is sponsored by the Department for Communities and Local Government, has been engaged by Stockton-on-Tees and Hartlepool Borough Councils to consider these issues.

There are now a number of development proposals in the Wynyard area, in addition to this application, both within the Stockton-on-Tees boundary and within the Hartlepool boundary. These can be briefly summarised as follows:

- Wynyard hospital - new application has been approved (HBC)
- 200 dwellings at „Wynyard Three" (HBC)
- 400 dwellings at „Wynyard Two" (SBC)
- A further planning application for 200 dwellings at Wynyard Three (HBC)

ATLAS is assisting all parties to ensure that a comprehensive approach is adopted. ATLAS encourages co-operation between the two Local Authorities and the landowners/agents/developers promoting the various development proposals to ensure that sustainable communities are created with good design and a sense of place through a collaborative and transparent process.

Summarising comments

The starting point for consideration of the application is the adopted development plan. The application is contrary to the adopted development plan. However, the Council accepts that it is not able to demonstrate a five year supply of deliverable housing sites. Paragraph 47 of the NPPF stresses the importance the Government attaches to boosting significantly the supply of housing and paragraph 49 of the NPPF sets out that where a five year supply cannot be demonstrated, relevant policies for the supply of housing should not be considered up to date.

The 2nd bullet point of the decision-taking section of paragraph 14 of the NPPF makes clear that where the development plan is absent, silent or out-of-date, planning permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies of the NPPF taken as a whole.

The benefits of the application within a housing context are that it would boost significantly the supply of housing; the financial contribution towards the provision of affordable housing would contribute to reducing the annual net shortfall of affordable housing identified in the TVSHMA, it would make a significant contribution the executive housing offer in the Tees Valley and that it would, if implementation begins within a five year time frame, make a significant contribution towards the five year supply of housing.

The revised scheme remains consistent with the Council's vision for Wynyard which is set out in the Regeneration and Environment LDD Preferred Options which envisages the delivery of sustainability benefits to the Wynyard area. It is understood that the community facilities proposed through this application will be secured through appropriate mechanisms.

The proposal has the potential to conflict with Saved Policy EN7 - Special Landscape Area and is contrary to Saved Policy EN13 - Limits to Development. It is axiomatic that the loss of open fields to development would harm the character and appearance of the area concerned. However, I note the following comment from the Council's landscape specialists within the Technical Services department regarding the original application: "The application demonstrates that housing on this site would be acceptable in landscape and visual terms providing the higher quality existing trees are retained and supplemented with new planting. This proposed development links with the existing housing and could be integrated into its surroundings. The landscape buffer on the western site boundary where the site meets the Castle Eden Walkway would establish the necessary buffer between this important recreational route and the new development". It is understood that these comments remain valid in relation to the revised application.

To summarise, the proposals do not accord with the development plan in terms of impact on the character and appearance of the area. However, the NPPF is a material consideration that carries weight such as to justify a decision other than in accordance with the development plan. In the context of the 2nd bullet point of the decision-taking section of paragraph 14 of the NPPF, and notwithstanding the comments in the previous paragraph, the adverse impacts do not outweigh the benefits associated with the proposal.

Natural England

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

Natural England has previously commented on this proposal and made comments to the authority in our letters dated 20 February 2013, 27 February 2013 and 26 April 2013

The advice provided in our previous responses applies equally to this amendment although we made no objection to the original proposal. In the letter dated 20 February 2013 further survey information was requested.

The proposed amendments to the original application relate largely to illustrative masterplan and plans, and are unlikely to have significantly different impacts on the natural environment than the original proposal.

Should the proposal be amended in a way which significantly affects its impact on the natural environment then, in accordance with Section 4 of the Natural Environment and Rural Communities Act 2006, Natural England should be consulted again.

Stockton Police

If this development is to proceed, consideration should 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. 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 and Schools Application Form. Please forward to me at the earliest opportunity.

Tees Archaeology

I can confirm that we agreed the specification for the works (Appendix 3) and monitored standards in the field.

The trial trenching noted a gully, of inferred Iron Age date. This was an isolated feature and the results of the other trenches and previous geomagnetic survey do not suggest that this forms part of a wider site. I therefore have no further recommendations to make for the arable areas of this planning application which appear to have a low archaeological potential.

In my previous correspondence regarding the scheme I suggested that the woodland areas of the development had an untested archaeological potential. The woods include features of the historic Wynyard Estate including sports facilities (e.g. a cockpit), land boundaries and industrial sites (e.g. clay quarries). I recommend that a conditioned programme of archaeological work would be an appropriate way forwards in these woodland areas.

I set out below the suggested wording for this condition:-

Recording of a heritage assets through a programme of archaeological works

A) No development shall take place/commence until a programme of archaeological work including a Written Scheme of Investigation has been submitted to and approved by the local planning authority in writing. The scheme shall include an assessment of significance and research questions; and:

1. The programme and methodology of site investigation and recording
2. The programme for post investigation assessment
3. Provision to be made for analysis of the site investigation and recording
4. Provision to be made for publication and dissemination of the analysis and records of the site investigation
5. Provision to be made for archive deposition of the analysis and records of the site investigation
6. Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation.

B) No development shall take place other than in accordance with the Written Scheme of Investigation approved under condition (A).

C) The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under condition (A) and the provision made for analysis, publication and dissemination of results and archive deposition has been secured.

This condition is derived from a model recommended to the Planning Inspectorate by the Association of Local Government Archaeology Officers.

The Ramblers Association

The Ramblers Association are quite happy with the footpath provision within the proposed development as shown in PL03. However, we do query what is meant by "controlled" access points.

Private Sector Housing

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

Head of Housing

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

Core strategy Policy 8 (CS8) – Housing Mix and Affordable Housing Provision states: Affordable housing provision within a target range of 15 – 20% will be required on schemes of 15 dwellings or more and on development sites of 0.5 hectares or more.

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

We note from the planning statement submitted with the application that it is intended that contributions will be provided as part of the development towards off site provision of an element of affordable housing. As the scheme proposal is for a low density of dwellings and given its location, the off-site provision of affordable housing is considered acceptable in this instance and in line with suggested guidance in Policy H11 in the Regeneration and Environment Local Development Document – Preferred Options, paragraph 8.132 of the reasoned statement.

Based on the residential market site scheme of up to 500 units, 15% affordable housing provision would equate to up to 75 affordable units. We note from the draft S106 agreement that the developer is proposing the sum payable for each unit of affordable housing will be calculated based on the methodology outlined in the Council’s draft Affordable Housing Supplementary Planning Document, which is welcomed.

In terms of the tenure of the affordable housing units, the Council will seek 30% intermediate and 70% affordable rented.

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

Affordable housing provision with a tenure and/or property type mix different from the above will only be acceptable where robust justification is provided and must demonstrate either that deviation from the standard sought would make the development either economically unviable or that the resultant tenure mix would be detrimental to the achievement of sustainable, mixed communities.

A worked example based on a requirement for 75 affordable units is detailed below:

- Tenure: Using the ratio of 70/30, it is proposed the split should be:

Proportion	No. of units	Tenure
70%	52 units	Rent
30%	23 units	Intermediate Tenure
100%	75 units	Total

- Bed Size: Using borough wide figures from the SHMA 2012

Size	Proportion	No. of units
2 bed	91%	68 units
3 bed	9%	7 units
Total	100%	75 units

Tenure for the above would then be split as follows:

No. of units	Size	Tenure
68 Units	2 bed	48 x Rented 20 x Intermediate Tenure
7 Units	3 bed	5 x Rented 2 x Intermediate Tenure

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

Wolviston Parish Council

Wolviston Parish Council objects to this development as it believes the scheme will create more traffic in and around Wolviston village, leading to more traffic delays, road noise, and traffic pollution for the village residents.

These views have been previously made clear to the Head of Technical Services at SBC who attended a meeting with the Parish Council to listen to Councillor concerns about development in this area generally with both SBC and Hartlepool Borough Council considering large development schemes.

Further comments

Thank you for the update. Wolviston Parish Council has previously expressed its concerns over the amount of development at Wynyard, and the likelihood that the development will create extra traffic in and around Wolviston. The Parish Council have taken these concerns directly to Richard McGuckin at SBC.

Sport England

I refer to the above application and your consultation letter dated 24th Feb 2014.

The revised description for the development is;

Outline application for the construction of up to 500 houses, Primary School (inc Sport Facilities) and nursery, Retail Units (up to 500 sqm), Doctors Surgery, Community Facilities, access and associated landscaping, footpaths and open space (all matters reserved).

The additional material associated with the reconsultation provides Sport England with sufficient comfort at this stage to be content that;

- The applicant understands the need to make investment in sports facilities commensurate with the scale of development being proposed
- The indicative plan shows how this investment into sports facilities could be achieved on site.

In light of the above Sport England has no objection to this outline application.

Clearly this matter will only be resolved during the matters submissions, and we would request that we are consulted on those aspects of the RM submissions which fulfil the above requirements.

Conservation and Historic Buildings Officer

The application site bounds the registered historic parkland of Wynyard Park, In addition Wynyard Hall itself is grade II* listed building. The estate grounds associated with the listed house in the height of the 19thC occupying some 2,800 hectares.

The formal gardens and pleasure grounds are in close proximity to the hall itself. With the area bounding the proposed site for residential a former racecourse as shown on the historic maps. The areas most closely related to the proposed housing are not formal gardens as such but agricultural land associated with the historic working estate.

The proposals will not directly impact on the fabric of the historic parkland and my main consideration relates to the impact on the setting of the parkland and any visual connectivity between the sites, which could impact on the setting of the registered parkland.

I have considered the impact of the outline proposals on site.

The western element of character area 5 is set to arable pasture land with clumps of mature trees. This area is a former racecourse and these tree clumps appear to be surviving elements of that landscape. This area will be unaffected by the development and is proposed to be separated from the proposed housing sites by tree planting. There is existing mature planting along the northern boundary, predominantly conifer plantations which offer year round screening.

There are thinner areas of trees within those planting belts that offer glimpses through to existing housing in the distance and would allow new housing to be partially visible from the former racecourse. I consider that the only potential for visual influence of the development is at two points, from the southern most tip of character area 15 and the western boundary of character area 5.

It is important to maintain the historic boundaries of the parkland and to ensure physical as well as visual separation between the parkland and any new development. The existing tree planting ensures this separation is maintained.

These tree belts should be managed/maintained by condition and supplemented with additional planting to mitigate against any potential visual gaps and views to the new housing from the parkland.

I do not consider that the proposals would adversely affect the setting of the historic parkland for the reasons outlined above and subject to the above landscaping condition I have no objection to the proposal.

English Heritage

The application site borders the north east boundary of Wynyard Park, a grade II* Registered Park and Garden. At this point the Park is characterised by the historic racecourse: a long strip of open land bordered by plantations and punctuated by tree clumps and hedgerows. Its contribution to the significance of the Registered Park and Garden and by extension the setting of Wynyard Hall (a Grade II* listed building), is primarily historic in that it illustrates the sporting interests of its previous owners. Whilst this area remains recognisable as a created landscape with some intrinsic visual quality, it is distinct and visually separate from the more considered and significant landscape elements focussed on the Hall.

In order to preserve the significance of this part of the Registered Park and Garden it is important to maintain its sense of enclosure and isolation. This can only be achieved by a strong screening boundary which removes any sense of residential development intruding onto the scene. Whilst the existing plantations and proposed perimeter planting suggest a strong screen, it was noticeable on a site visit that the existing tree cover is probably commercial in nature, that is subject to regular

felling and thinning, and in places offered but a thin and permeable screen. Consequently I would advise that natural screening needs to be considered very carefully both within the application site and the existing plantation to ensure that visual separation is achieved and more importantly, maintained. I would envisage that this would require close liaison with your in-house landscape and conservation advisors and possibly a legal agreement to strengthen the existing woodland in a manner that maintains its screening role.

Recommendation

We would urge you to address the above issues, and recommend that the application should be determined in accordance with national and local policy guidance, and on the basis of your specialist conservation advice. It is not necessary for us to be consulted again. However, if you would like further advice, please contact us to explain your request.

Teesmouth Bird Club

The Application involves a huge development of nearly 90 hectares on agricultural land and woodland. The ecological survey and ornithological impact assessment have seen input by several environmental consultants, including the Phase 1 Habitat Survey in August 2012 by Delta Simmons and breeding birds survey by E3 Ecology (2011).

Virtually all of the agricultural land and woodland (approximately 50% each of the total area) will be lost under housing, along with the birds that use these habitats. Terms used by the ecological consultants to qualify the current condition of these habitats include "low value habitat" and "low ecological value"; while the arable land is described as offering "few opportunities for wildlife". It is continually changing through the year and the crops lack cover from the weather and predators'~ We disagree with these comments. It is further assumed, wrongly, that displaced birds will merely move out and be absorbed into adjacent similar habitat. Consequently, the ornithological impacts are considered to be "moderate adverse"; "moderate slight" or "minor adverse"; which we also severely question. The habitats themselves are classed as being merely of "local or parish value." All woodland cover will be removed, except for a few broadleaved specimens around the perimeter of the plantations. Despite this, the breeding birds survey acknowledges that there is the potential for a large number of territories to be displaced but the true impact could not be assessed due to the lack of detailed housing plans. The survey found 43 breeding species, of which nearly a third, 14, are of national conservation concern. Two adjacent additional species that use the site are Schedule 1: Barn Owl and Common Crossbill.

TBC OBJECTS TO THIS APPLICATION for the following reasons:

(i) The impact on locally, regionally and nationally declining breeding farmland species, such as Grey Partridge, Skylark, Lapwing and Tree Sparrow, which depend on such habitat. This development will involve a fundamental change in habitat from agricultural land to a largely built environment and TBC considers that the Environmental Statement greatly understates the adverse impacts of this change.

'The State of the UK's Birds' states that the farmland and woodland bird indicators both fell to their lowest ever levels, at 51% and 80% respectively of their 1970 starting values. Contrary to the ecologists' statements in the ES, there is a nationwide shortage of farmland providing suitable nesting and feeding sites. This shortage is one of the reasons why there have been such massive declines in some Red and Amber Listed farmland species monitored by the BTO, such as Grey Partridge (-91% between 1970-2009), Curlew (-60%), Skylark (-55%), Linnet (-56%) and Yellowhammer (-56%). Displaced birds from the Wynyard development will not survive and the continued loss of farmland is of serious concern, particularly in view of the cumulative impact as more of the area is developed. Arable and pasture, regarded as being of low ornithological value, often provide vital over-winter feeding areas for small birds, such as Skylark, sparrows, finches and buntings, and the loss of such areas is contributing to the continuing decline of these species in the UK.

(ii) The loss of vital winter feeding areas for birds through the complete destruction of former arable land with its rough grass field margins, hedgerows and hedgerow trees. It has serious repercussions during hard winters, as in recent years, particularly for Skylark, red polls, Chaffinch, buntings, titmice and sparrow species.

(iii) The loss of or damage to woodland plantations: The Wynyard woodlands are well known for their rare breeding raptors, notably Common Buzzard and Goshawk, and significant range of other species, including the uncommon Long-eared Owl and Common Crossbill, which tend to favour coniferous plantations, and Tawny Owl, Green Woodpecker, Nuthatch, Marsh Tit, Lesser and Mealy Redpolls and Siskin.

(iv) Contravention of Planning policies. While TBC is well aware that PPS9 has been subsumed into the new National Planning Policy Framework, the ODPM guidance for PPS9 remains valid and the section of the NPPF on the natural environment retains much of PPS9 and states that: "The aim of planning decisions should be to prevent harm to biodiversity and geological conservation interest. "

At a National level, the 'National Planning Policy Framework' states that: "If significant harm resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused. "

"Planning permission should be refused for development resulting in the loss or deterioration of irreplaceable habitats, including ancient woodland and the loss of aged or veteran trees found outside ancient woodland, unless the need for, and benefits of, the development in that location clearly outweigh the loss. "

(v) The problems created for adjacent habitats associated with the change from a rural environment to urban fringe, including disturbance, vandalism, anti-social behaviour, loss of habitat and fly-tipping.

(vi) Pressure on Retained Woodlands

We are concerned about disturbance, increased pressure and anti-social behaviour in the retained woodlands peripheral to the development, which are currently isolated and quiet. Such problems accrue to formerly isolated wooded areas becoming 'urban fringe' or when they are 'opened up' to public use.

(vii) Mitigation and Compensation

The proposed mitigation will not compensate for the loss of agricultural land and woodland. Indeed, none is proposed for the former habitat. The compensatory habitats created under the landscape master plan will be more fragmented and unattractive to the species the development has displaced. The ES itself states: "No direct measures are proposed to mitigate the loss of arable farming land as it is of limited ecological value":

(viii) Cumulative Impacts

We are gravely concerned about the cumulative loss of breeding bird territories resulting from this development in combination with those existing or proposed under the overall Wynyard Master Plan.

We hope you will find our comments useful and will persuade your Council to refuse this Application.

Further comments received on revised application:-

Teesmouth Bird Club objects to this application.

The NPPF assumes planning approval, provided the criteria of sustainability are met. Sustainability is defined as 'Sustainable development is development that meets the needs of the present without compromising the ability of future generations to meet their own needs' (Brundtland Report).

On this basis the destruction of a large area of woodland (Black Squares Plantation), without a similar area of woodland being created, is a clear failure to meet the criteria of sustainability. The applicant's proposal to have 30% of the new housing footprint as "green space" goes no way

towards meeting the loss of biodiversity . Woodland is a unique habitat and designed parkland or greenspace in no way compensates for its loss. Further, the proposal goes against Stockton BC's own core strategy CS10 and Local Plan strategy EN4.

The developer's ecologists make relevant and sensible suggestions towards mitigation, and we recommend that these are used as the basis of a planning condition should the application be granted. However, it is the view of TBC that even these measures are insufficient against the loss of this woodland and its associated biodiversity. The TBC recommends that an equivalent area of new woodland should be created as compensation, with a sum of money set aside for its management over the next 30 years – possibly via a third party such as the Tees Valley Wildlife Trust. If the land owner, does not own an equivalent area of land to be set aside as compensation, the applicant should seek alternative land acquisition.

Further, the TBC suggests that the Planning Authority considers asking the developer to provide mitigation (additional to compensatory woodland) in the form of a Section 106 fund to allow the Council to effectively deliver the SBC proposed ecological rejuvenation work of felling plantation woodland adjacent to Brierley Wood and re-planting with locally sourced, native, deciduous tree species.

PUBLICITY

36. It should be noted that the applicant has undertaken consultation in accordance with the adopted Statement of Community Involvement which involved leaflet drops to 600 residents and leaflets deposited in the local convenience store along with site notices. Letters were also sent to Ward Councillor and Parish Councils.

37. Local residents have been individually notified of the application and advertised on site and a summary of the comments received are set out below: -

38. 70 letters of objection from residents were received from the following addresses

7, Butterwick Grove, Wynyard; 8 Holderness, Wynyard; 7 Holderness Wynyard; 3 Harestones Wynyard; 6 Holderness Wynyard; 5 Holderness Wynyard; 2 Holderness Wynyard; 11 Holderness Wynyard; 22 Amerston Close Wynyard; 12 Tempest Court Wynyard; 19 Amerston Close Wynyard; 16 Amerston Close Wynyard, 15 Amerston Close Wynyard; 18 Park Avenue Thornaby; 15 Park Avenue Thornaby; 60 The Stables Wynyard; 45 The Stables Wynyard; 9 Woodside Wynyard; 7 Woodside Wynyard; 10 Paddock Green Wynyard; 10 Woodside Wynyard; 10 Tilery Wood Wynyard; 78 The Stables Wynyard; 68 The Stables Wynyard; 14 Castlereagh Wynyard; 16 Park Avenue Wynyard; 1 Park Avenue Wynyard; 1 Woodend Court The Wynd; 10 Brierley Drive Wynyard; 6 Salter Houses Brierley Drive; The Paddock The Avenue; 2 Cawthorne Place Wynyard; 6 Saville Close Wynyard; 7 Saville Close Wynyard; 14 Manor Fields Wynyard; 18, Manor Fields, Wynyard; 10 Eshton Wynyard; 2 Eshton Wynyard; 16 Black Wood Wynyard; 19 Maynard Grove Wynyard; 31 Maynard Grove Wynyard; 3 Swainston Close Wynyard; 32 The Plantations Wynyard; 36 The Plantations Wynyard; 16 The Plantations Wynyard; 15 The Plantations Wynyard; 23 The Plantations Wynyard; 3 Butterwick Grove Wynyard; 33 The Stables Wynyard; 6 Saville Close Wynyard on behalf of Wynyard residents Association; 30 The Stables Wynyard; 16 Black Wood Wynyard; 48 Lightfoot Road Newton Aycliffe; 18 Park Avenue Wynyard; 39 Wellington Drive Wynyard; 19, Maynard Grove, Wynyard; 53 Maynard Grove Wynyard.

39. The main concerns can be summarised as follows: -

- Devaluation of property prices
- Development not suitable for area
- Loss of open space/ greenfield

- Loss of privacy
- Loss of amenity
- Means of access
- Over development of site
- Scale/size of development
- Traffic or Highways
- Drainage and Services
- Greenfield site
- Lack of infrastructure and facilities in the area Existing schools and medical services at full capacity
- Lack of bus service
- Destruction of wildlife habitats and species
- Area is prone to flooding
- Increased traffic congestion to unacceptable levels
- Site is unsustainable
- Increased traffic congestion
- Loss of farming/ agricultural land
- Anti-social behaviour/crime
- Increased pollution
- Visual impact
- Sufficient brown field land elsewhere in borough
- Increased air pollution
- Impact of traffic from all proposed developments
- Lack of Amenities
- Loss of natural habitat and good quality agricultural land
- No demand for additional houses
- Impacts on the environment
- Density of proposed development is too high
- Negative impact for local wildlife
- Focus on Stockton Town Centre instead
- Adverse impact on nature conservation
- Scale of development is excessive and inappropriate
- Subsidence on the A689
- To register an objection is not user friendly and has probably ensured fewer objections
- Destruction of woodland habitat
- Increase in car trips
- Flooding and Drainage problems
- Contrary to planning Policy
- Impact on road safety
- Loss of historic woodland
- Impact on broadband access
- Impact of historic parkland
- No guarantee that community facilities will be delivered.

6 Saville Close Wynyard on behalf of Wynyard Residents Association

Wynyard Residents Association wish to object to application 13/0342/EIS Residential development at Wynyard Village (650 units) for a number of reasons detailed below. One of the key concerns held by the Association is the cumulative impact of all current development proposals at Wynyard which overall result in the addition of over 2000 homes. This not only has a detrimental impact on the highway network (as discussed below) but changes the nature and character of Wynyard Estate and removing the exclusivity and executive nature of the development. This application for 650 homes is presented as executive however the scale of the development, the density and size of homes proposed is not in keeping with the existing executive estate and cannot be considered

executive and will result in a watered down Wynyard. The residents association are also concerned that the scale of the development vastly exceeds the numbers proposed in Stockton's emerging Local Plan and is in direct conflict with their existing planning policy. There is no evidenced housing need to justify the housing numbers proposed in this application, it is in conflict with Stockton's regeneration proposals and will serve to draw residents away from the main conurbation of Stockton to the detriment of Stockton's economy and could result in an increase of empty homes in the borough. In addition this proposal results in the loss a huge proportion of Stockton's woodland, damaging the local environment, destroying habitats and impacting negatively on Wynyard Woodland Park and Castle Eden Walkway. The key points of objection are presented in more detail below:

Highways ' Residents of Wynyard use the A689 frequently and traffic congestion is already significant. There are some proposals emerging identifying alterations to the A689/A19 junction however they do not seem to address the current issues of the flow of traffic from A689 to A19 Southbound, let alone this additional problems caused by this proposal (increased car journeys). The proposal will dramatically increase the flow of traffic in this area causing further significant traffic issues, directly affecting exiting residents of Wynyard and residents of Sedgfield. We believe the highway network cannot cope with the amount of development proposed for Wynyard when all proposals are viewed cumulatively (Wynyard village and Wynyard Park combined). The proposal will create additional congestion to the detriment of highway safety (contrary to local planning policy and National Planning Policy Framework). The Wynyard Woods road will also be congested to the detriment of existing residents as the proposals almost double the size of Wynyard but all new housing being serviced from one existing road.

Sustainability- whilst there is a presumption in favour of sustainable development it appears the development relies on outside influence to make proposed development sustainable for example the hospital which may never be built. The distance between the proposed development in Wynyard Village and Wynyard Park makes it un-walkable therefore each application should demonstrate it is sustainable on its own merits. There is no guarantee for residents that the community facilities proposed will materialise and it is likely if they are developed that it would be at the end of the development programme. The development locates a significant proportion of Stockton's housing numbers to Wynyard, away from the urban core and local facilities, this is considered unsustainable.

It is accepted that Wynyard is within an isolated location detached from the urban areas of Stockton and Hartlepool and cut off by the A19. Residents are reliant on the private car as a means to access, employment (even that in Wynyard as the A689 has no safe crossing points for pedestrians), shops and services. To some extent this is acceptable as the size of Wynyard is relatively small and therefore the amount of car trips is limited. To add more dwellings to this area (650 from this application) which is a significant proportion of Stockton's housing need is wholly unacceptable as such an increase in dwellings would lead to a significant increase in car trips.

Wynyard as a whole is unsustainable; there is no public transport provision, no access by foot or bicycle to the existing urban area at Billingham or Hartlepool. The likelihood of any foot or cycle links is limited as any link would have to cross the A19 and would not be an attractive or safe route for those wishing to commute to an area for shops and services. There are a small number of shops within Wynyard Village and it is noted that the proposals do indicate some local shops and facilities. However, that does not detract from the fact that the majority of services are located within the main areas of Stockton and Hartlepool and residents would have to access such services by private car. There is no guarantee that the local shops and community centre proposed in this application will be developed and the developers are likely to argue lack of viability and submit further applications for housing in the future.

The option to locate housing development in the urban core of Stockton and the adjoining urban area is the most sustainable option and believe this application should be refused. Creating a new significantly sized settlement in the rural area is not a sustainable alternative to other sites

available in Stockton. There are more sustainable sites available within the borough than those at Wynyard, for example Land at Ingleby Barwick (1530 capacity) Land at Durham Lane Industrial Estate (630 capacity), West Preston (4150 capacity), North West Billingham (100 capacity). There is no reasonable justification for the approval of residential development at Wynyard Village above these more sustainable sites that are well connected to the main area with access to local facilities. Stockton Borough Council has identified the unsustainable nature of Wynyard in a number of their key planning policy documents.

Amenity value of the woods- the proposal removes a huge portion of the woods which is important in terms of visual amenity and recreation. Local residents enjoy this woodland and it is part of the character and attractiveness of Wynyard. The woodland is an area of high visual amenity that assists in providing an attractive setting for the wider Wynyard area and enhancing the executive nature of estate. Removal of the woodland could substantially change the character of this unique area that serves to attract inward migration of high earning wealth creators that can assist in boosting the local economy. When sufficient housing sites have been allocated within Stockton Borough it seems immoral and unjustified for woodland to be removed to allow housing development. At the very least the development should be significantly scaled back to protect this woodland for future generations. The proposal will also be detrimental to users of Castle Eden Walkway as the development proposals encroach on that recreational area and also to the detriment of the Historic grounds of Wynyard Hall.

Conservation value of the woods (while this is contested in the submitted statement) there are a number of species which are of conservation merit. The woodland is over 117 years old and cannot be considered a managed plantation, as it has not been managed for a considerable period of time and is now natural woodland with diverse wildlife species. Within Stockton Borough there are very few areas of woodland and these are a key asset that should be protected for future generations to enjoy.

The woodland provides a form of carbon sink which can assist in mitigating against climate change; any trees that are re planted as a compensatory measure would take time to develop and thus the capacity sink would be reduce for a number of years.

It provides a habitat for a number of rare birds including the Cross Bill, Great Spotted Woodpeckers and Marsh Tits, along with other wildlife including Deer, Badgers and vole species. The woodland at present compliments the designated parkland surrounding Wynyard Hall Estate which is of significant historic importance.

The woodland provides a habitat corridor to the Woodland at Castle Eden Walkway and beyond. The principle of removal of woodland is morally unacceptable especially when there are other sites suitable for development of less environmental quality.

It will result in changing the character of the area and given Stockton has very little woodland across the Borough the Council should strive to protect and enhance the woodland by preventing unnecessary development.

Property Type and Density - Although the proposal may be labelled 'executive' considering the property high density and type (smaller family units) it cannot be considered as executive. It is not in-keeping with the existing properties on Wynyard Woods and will change the character of the area. The proposals remove the woodland but do not provide sufficient amenity space and it seems the intention of the proposals was to cram as many units as possible onto the site rather than a detailed executive housing designed scheme reflecting the existing design and densities in Wynyard. The proposals would create in effect general market housing which would not serve to meet executive housing need. For the development to be considered truly executive the numbers should be significantly reduced, the density significantly reduced and the house types should all reflect the existing (4bed plus). There is also a risk given the outline nature of the application that further full planning applications on this site reduce in higher density schemes than currently proposed.

Not supported by Planning Policy - The amount of dwellings is too high, grossly increased from the preferred options document of Stockton Borough Council. Other alternative sites are available for housing development which are more sustainable and close to the urban core of Stockton as discussed above. The extensive nature of development will change the attractiveness of Wynyard as a destination for high earners and wealth creators which will instead choose to locate in North Yorkshire and Durham to the detriment of Stockton's economy. The removal of the woodland is not supported by Stockton's Green Infrastructure Strategy and economic development strategies. This development is also contrary to the principles set out in Hartlepool Borough Councils planning policy for the area.

In addition, The Tees Valley Strategic Housing Market Assessment (SHMA) 2012 identifies Wynyard as an area for executive housing, this unique location assists in attracting high earners and wealth creators. The area would lose its exclusivity if general market housing is to become available. To water down this product would be to the detriment of the Tees Valley as wealth creators would locate in more desirable areas such as North Yorkshire and Durham, as opposed to an over developed watered down Wynyard. It would be more sustainable and appropriate to locate general market housing within the urban area or adjoining the urban area in sites such as Ingleby Barwick or West Preston, this would ensure that the unique offer at Wynyard remains. There is a lack of evidence and no sound planning reason for the approval of mid-range housing in such an unsustainable and isolated location.

The SBC local plan policy documents have considered Wynyard to be an unsustainable location for housing; we would strongly agree with the council and can see no robust and credible planning reason for such a step change in approach to development at Wynyard and would encourage the Council to refuse this application. The emerging policy does highlight some areas for development at Wynyard village however the numbers are significantly less than proposed in this application. Work should be done with the applicant to reduce the numbers and protect the woodland.

Communications - The NPPF requires development to promote telecommunications infrastructure. Has this matter been considered by the developers? Wynyard already has a poor/slow broadband connection. Would this be improved?

40. Additional comments have been received on the revised application from the following addresses:-

3, The Wynd; 17, Wynyard Woods; 1 Harestones; 34, The Wynd; 6 Park Avenue; 15 Amerston Close; 19 Maynard Grove; 51 Maynard Grove; 19 Park Avenue; 9 Woodside; 16 Black Wood; 2 Eshton; 37 Black Wood and 54 The Wynd.

39. The main concerns can be summarised as follows: -

- anti-social behaviour/crime
- Close proximity
- Creation of litter
- Devaluation of property
- Development not suitable for area
- Effecting drains
- Health concerns
- Loss of Light
- Loss of open space
- Loss of privacy
- Means of access
- Noise
- Over development of site
- Scale/size of development
- Set precedent
- Smell/fumes/pollution

- Traffic or Highways
- Visual impact
- Out of character
- Village concept lost
- Road safety
- Inadequate infrastructure
- Construction noise and hazards
- Drainage issues
- Not a sustainable increase in employment
- Loss of wildlife
- Lack of demand for houses
- Bring empty properties back into use
- Impact on privacy
- need significantly more additional planting
- the community facilities should be provided early on in the development.
- densities are too high for an 'executive' development and the scheme is watering down the unique offer of Wynyard.
- The Wynyard Neighbourhood Planning group are in the process of developing a Wynyard Neighbourhood Plan and the group should be given the opportunity to develop their proposals before planning permission is granted.

Comments have also been received from Huntsman Pigment, Wynyard Park

Whilst in general Huntsman is supportive of the development plans for this area, we feel that we must indicate the reservations we have with regard to two particular areas - the lack of public transport to and from this area and the burden on the roads during construction, followed by occupation of the area.

We are a significant employer in this area and expect to develop further employment opportunities in the near future. We must be able to operate our business successfully and getting our employees to and from our premises is clearly critical as is the attractiveness and general condition of the area we have chosen to operate our HQ from. We must have assurances that the road network and public transport network will be developed at the same pace as construction of the new developments and that construction companies are cognisant of our presence with regard to noise, access times and road debris.

PLANNING POLICY

40. 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

41. 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

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

National Planning Policy Framework

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

For decision-taking this means:

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

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

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

Core Strategy Policy 1 (CS1) - The Spatial Strategy

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

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

1. Accessibility will be improved and transport choice widened, by ensuring that all new development is well serviced by an attractive choice of transport modes, including public transport, footpaths and cycle routes, fully integrated into existing networks, to provide alternatives to the use of all private vehicles and promote healthier lifestyles.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

_ Make a positive contribution to the local area, by protecting and enhancing important environmental assets, biodiversity and geodiversity, responding positively to existing features of natural, historic, archaeological or local character, including hedges and trees, and including the provision of high quality public open space;

_ Be designed with safety in mind, incorporating Secure by Design and Park Mark standards, as appropriate;

_ Incorporate 'long life and loose fit' buildings, allowing buildings to be adaptable to changing needs. By 2013, all new homes will be built to Lifetime Homes Standards;

_ Seek to safeguard the diverse cultural heritage of the Borough, including buildings, features, sites and areas of national importance and local significance. Opportunities will be taken to constructively and imaginatively incorporate heritage assets in redevelopment schemes, employing where appropriate contemporary design solutions.

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

Core Strategy Policy 6 (CS6) - Community Facilities

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

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

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

4. Support will be given to the Borough's Building Schools for the Future Programme and Primary Capital Programme, and other education initiatives, the expansion of Durham University's Queen's Campus, and the provision of health services and facilities through Momentum: Pathways to Healthcare Programme.

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

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

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

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

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

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

Housing Sub Area Approximate number of dwellings (net)

Core Area 500 - 700

Stockton 300 - 400

Billingham 50 - 100

Yarm, Eaglescliffe and Preston 50 - 100

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

Housing Sub Area Approximate number of dwellings (net)

Core Area 450 - 550

Stockton 100 - 200

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

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

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

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

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

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

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

3. Developers will be expected to achieve an average density range of 30 to 50 dwellings per hectare in the Core Area and in other locations with good transport links. In locations with a particularly high level of public transport accessibility, such as Stockton, Billingham and Thornaby town centres, higher densities may be appropriate subject to considerations of character. In other locations such as parts of Yarm, Eaglescliffe and Norton, which are characterised by mature

dwellings and large gardens, a density lower than 30 dwellings per hectare may be appropriate. Higher density development will not be appropriate in Ingleby Barwick.

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

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

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

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

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

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

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

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

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

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

Core Strategy Policy 10 (CS10) Environmental Protection and Enhancement

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

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

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

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

ii) Green wedges within the conurbation, including:

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

iii) Urban open space and play space.

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

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

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

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

i) Haverton Hill and Seal Sands corridor, as an important gateway to the Teesmouth National Nature Reserve and Saltholme RSPB Nature Reserve;

ii) Tees Heritage Park.

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

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

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

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

Core Strategy Policy 11 (CS11) - Planning Obligations

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

2. When seeking contributions, the priorities for the Borough are the provision of:
_ highways and transport infrastructure;
_ affordable housing;
_ open space, sport and recreation facilities, with particular emphasis on the needs of young people.

Saved Policy EN13

Development outside the limits to development may be permitted where:

- (i) It is necessary for a farming or forestry operation; or
- (ii) It falls within policies EN20 (reuse of buildings) or Tour 4 (Hotel conversions); or

In all the remaining cases and provided that it does not harm the character or appearance of the countryside; where:

- (iii) It contributes to the diversification of the rural economy; or
- (iv) It is for sport or recreation; or
- (v) It is a small scale facility for tourism.

Saved Policy EN7

Development which harms the landscape value of the following special landscape area will not be permitted:-

- (c.) Wynyard Park

Saved Policy EN9

Development which is likely to be detrimental to the special historic interest of Wynyard Park will not be permitted.

Saved Policy S15

Planning permission will be granted for new development or limited extensions for small scale retail use outside the centres listed in Policy S1 provided that:

- The proposal is within defined settlement limits;
- The facilities intended to serve local needs only, being of a scale appropriate to the locality and being within walking distance of residential areas;
- The proposal would not give rise to any adverse effect on the amenity of neighbouring properties on account of the area;
- The proposal would not adversely undermine the vitality and viability of any village shop or retail centre as listed in Policy S1.

Within major new residential and employment developments, where no similar facilities exist within reasonable walking distance, developers would be expected to provide an element of convenience retail developed at a scale to be agreed by negotiation.

MATERIAL PLANNING CONSIDERATIONS

43. The main planning considerations of this application are the compliance of the proposal with national and local planning policy, the principle of housing development, sustainability of the site, the impacts upon the character and appearance of the area, Wynyard Park, the impact on the privacy and amenity of neighbouring residents, the impact on the highway network and highway

safety, flood risk, archaeology, ecology and nature conservation and other material planning considerations.

44. The application site is an unallocated site in the adopted local plan and is located outside the limits of development. Saved Policy EN13 seeks to strictly control development within the countryside beyond these limits and restricted to limited activities necessary for the continuation of farming and forestry contribute to rural diversification or cater for tourism, sport or recreation provided it does not harm the appearance of the countryside. The proposed residential development does not fall within these categories and a judgement is required whether considerations in support of the proposed housing are sufficient to outweigh rural restraint policies.

45. A significant material consideration is the supply of housing land. The National Planning Policy Framework (NPPF) was adopted on 27 March 2012. The NPPF provides that "Housing applications should be considered in the context of the presumption in favour of sustainable development. Relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites." (Para 49).

46. The Council cannot demonstrate a 5 year supply of housing land. The five year housing supply assessment for Stockton-on-Tees is updated annually using a base date of 31 March. The Council has produced a report entitled „Five Year Deliverable Housing Supply Final Assessment: 2013 – 2018“. The Report concludes that the Borough has a supply of deliverable housing land of 3.96 years.

47. The five year supply assessment is also being updated every 3 months on a trial basis. The third quarterly update covers the period 1st January 2014 to 31st December 2018 and concludes that the Borough has a supply of deliverable housing land of 4.37 years with a 20% buffer added (with the shortfall being 455 dwellings).

48. Given the Council cannot demonstrate a 5 year supply of housing land. The policies in the development plan that deal with housing supply are therefore to be considered out of date and the proposal must be assessed in relation to the presumption in favour of sustainable development and the tests set out in NPPF paragraph 14, namely that the application should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF as a whole.

49. The benefits of the application within a housing context are that it would boost significantly the supply of housing; the financial contribution towards the provision of affordable housing would contribute to reducing the annual net shortfall of affordable housing identified in the TVSHMA, it would make a significant contribution the executive housing offer in the Tees Valley and that it would, if implementation begins within a five year time frame, make a significant contribution towards the five year supply of housing.

50. It is considered that the application site is a sustainable development and the presumption in the NPPF that Planning should operate to encourage and not act as an impediment to sustainable growth must be applied. Significant weight is required to be placed on the need to support economic growth through the planning system. As the Local Planning Authority's policies for the supply of housing cannot be considered as up-to-date, it cannot be demonstrated that there is a five-year supply of deliverable housing sites. It is considered the proposal would not give rise to any adverse impacts which would significantly and demonstrably outweigh the benefits when assessed against the policies in the NPPF. It is considered that approval of this application is not so significant to the outcome of the Core Strategy Review of housing options that planning permission should or could be reasonably withheld.

51. With regard to the issue of the Wynyard Neighbourhood plan that concerns have been raised that this development could prejudice decisions that should be addressed through the Neighbourhood Plan, given the timescales involved in preparing and achieving formal adoption of the plan it would not be able to respond to the shortfall in housing supply that now exists. So that the pursuance of a residential scheme in the face of emerging but unadopted development plan documents cannot, in itself, render the proposed development premature.

52. Core Strategy Policy 8 (CS8) – Housing Mix and Affordable Housing Provision, states that affordable housing provision within a target range of 15-20% will be required on schemes of 15 dwellings or more. The proposals will result in 15% affordable housing and will therefore bring about significant socio-economic benefits.

53. Off-site provision or financial contributions instead of on site provision may be made where the Council considers that there is robust evidence that the achievement of mixed communities is better serviced by making provision elsewhere. It is intended that contributions will be provided as part of the development towards off site provision of affordable housing. As the scheme proposal is for a low density of dwellings and given its location, the off-site provision of affordable housing is considered acceptable in this instance and would equate to up to 75 affordable units.

54. Core Strategy Policy CS6 seeks to protect and enhance open space, sport and recreation facilities in the Borough. Policy CS6 is supported by the Open Space, Recreation and Landscaping SPD which provides guidance on standards for open space based on a PPG17 assessment of open spaces and built facilities in the Borough. The proposed development provides for on-site recreational facilities for play areas and playing fields along with other community facilities with approximately 30 ha of landscaping, open space, water bodies and new mixed woodland.

55. Policy CS11 relates to planning obligations and sets out requirements for new development to contribute towards the cost of providing additional infrastructure and meeting social and environmental requirements. The applicant has indicated that they will enter into a Section 106 Agreement to provide a new primary school and have agreed to contributions to fund off-site highway works and provide additional infrastructure including public transport to support sustainable links from the development to local facilities. Furthermore the applicant will agree to a Local Labour Agreement.

Landscape and Visual Impact

56. The Council's Landscape Architect has assessed the proposal and his detailed comments are set out in full in the consultation section of this report, and in summary concludes that the majority of the site, which is currently an area of conifer or mixed woodland with a small area of arable farmland, will be replaced with housing in a characterful spatial design that includes additional copse, tree, shrub and hedge planting. A proportion of the site will be given over to the creation of accessible public open space, structure planting and bio-diverse rich SUDS.

57. The proposed site is located on an area of plantation woodland and arable farmland adjacent to and extending slightly into the Grade II* registered (English Heritage 'Register of Historic Parks and Gardens of special historic interest in England) grounds of Wynyard Park. SBC Local Plan saved policy EN8 seeks to protect the historic layout of the landscaped parkland and formal gardens at Wynyard Park, including their architectural features from inappropriate development.

58. The site is located within The Wynyard Park Special Landscape Area (SLA) referred to in the SBC Local Plan saved policy EN7. This policy identifies that development which harms the landscape value of SLAs will not be permitted and that "Permissions granted for development at these locations will be subject to conditions in order to protect the landscape quality of the area and to include substantial landscaping as part of the schemes."

59. In addition, the site is located within the Cleveland Forest, referred to in the SBC Local Plan saved policy EN11, which supports the planting of locally appropriate tree species and requires developers to consider the existing trees on the site within their proposals.

60. The impact of the development on Wynyard Park (Grade II registered historic park and garden) has been considered as part of a separate Wynyard Hall and Estate Conservation Plan and in principle is considered acceptable. The requirement for detailed plans and compliance with policy EN11 can be dealt with by condition as full landscape proposals will be required at part of any reserved matters application.

61. The Landscape Character assessment identifies that the site is located within the Tees Lowland (Joint) National Character Area, and at a local scale, as the Wynyard Landscape Character Area as identified by the Stockton Landscape Character Assessment,

62. The site is located within the Wynyard Landscape Character Area, and at a more detailed level, Character Unit (CU) No. 139, 140 and 141, as identified in the Stockton Landscape Character Assessment. CU 139 is described as an area of undulating farmland enclosed by coniferous and deciduous woodland to the north, south and west; CU 140 as an area of mostly coniferous plantation with areas of deciduous trees in cleared locations; and, CU 141 as a large area of arable farmland overlooked by properties at Wynyard Village.

63. The Stockton Landscape Capacity Study identifies the following development capacities and appropriate types of development for each Character Area as follows:

- CU 139 – low capacity for development with no type of development considered suitable within this area, “any considered development should be carefully assessed”;
- CU 140 – medium capacity for development with “potential for isolated/restricted development in the east of the area adjacent to the existing buildings but not within the west”; and
- CU 141 – medium capacity for development with “potential extension of Wynyard village housing.”

64. The potential views of the proposed development are generally restricted by the existing plantation woodland and also benefit from the proposed housing being viewed at a distance from the A689. This heavily trafficked trunk road is dual carriageway with a 50 - 70mph speed limit in the vicinity of the application site. Whilst the assessment has been undertaken when the deciduous trees are in leaf, the majority of the trees providing screening or filtering views are coniferous and not affected by deciduous leaf fall.

65. The study identifies that the west of the proposal site is less able to accommodate development than the east, however, the proposed retention of existing trees and the provision of new planting to create a strong woodland buffer around the site (to contain views) together with a green infrastructure provision within the site would prevent the proposed development dominating its surroundings. As such it is considered that the proposed application site would have the capacity to contain the proposed development without dominating its surroundings or significantly affecting the character of the area.

The Impact upon the Privacy and Amenity of Neighbouring Residents.

66. The location of the development is sufficiently separated from existing dwellings and it is considered that the proposed dwellings would be sufficiently far apart to meet any visual privacy requirements and the site has a sufficient area to meet the amenity of the occupants and it is not considered that the application will have any significant impact upon the privacy and amenity of neighbouring residents.

67. It is considered that the proposal has been designed to ensure that adequate distances are met and designed to negate any overlooking and it is considered that the site could satisfactorily accommodate a residential scheme of the type and nature proposed.

68. A Design and Access statement accompanies the application, which provides some design principles and information on the proposed nature, form, scale and appearance of the development as a whole. A condition is imposed requiring the development to be carried out in broad accordance with this document to ensure that the dwellings, both individually and collectively, are in keeping with the location.

Ecology and Nature Conservation

69. The application is accompanied by a Phase I Habitat Survey which confirms that the site comprises predominately arable land and plantation woodland. The arable land offers few opportunities for wildlife since it is continually changing through the year, and the crops lack cover from weather and predators. The mixed plantation woodland offers suitable habitat to support a range of fauna, however, it is itself a low value habitat being semi-mature, and since it has not been managed it lacks the ground flora, with few notable species recorded, and large areas of bare ground. Further it lacks distinctive layers usually found in woodland up to the canopy, with species occurring generally comprising scrub, tree saplings and ruderals.

70. A range of proposed mitigation measures have been outlined and the development proposals will deliver a number of benefits to the natural built and environments. It is recognised that the proposals will involve development on greenfield land and an area of plantation woodland. The various studies undertaken in support of the application demonstrate however that none of the areas identified for development are of high ecological value or interest. The farmland is currently used for arable cropping and the Black Squares plantation comprises a crop of over mature coniferous trees that are due for felling. With a few localised exceptions to allow for access etc., the development will not result in the loss of any deciduous woodland and will in fact, as a result of new deciduous planting and landscaping and the creation of water bodies significantly increase the range, mix and quality of habitats available on site.

71. A tree belt that has the potential to support roosting bats will be retained as part of the development proposals in accordance with the recommendations made in the Delta Simons Bat Transect Survey.

72. The applicant has also agreed to make a one-off commuted sum payment to Stockton Borough Council to a total of £ 379,109 in respect of off-site biodiversity offsetting measures. These will be phased and the commuted sum will be used by Stockton Borough Council to compensate for the loss of natural habitat within the development site through the delivery of new and enhanced habitats within the Borough.

Other Issues

73. In terms of flood risk, a Flood Risk Assessment accompanies the application and identifies the site falls within Flood Zone 1 (the lowest risk) with a need to demonstrate a satisfactory management of surface water. The drainage strategy for the site will be agreed with Northumbrian Water and secured by means of a planning condition. The Environment Agency has no objection to the proposal subject to appropriate controlling conditions.

74. The proposal does not conflict with Planning Guidance in respect of contaminated land.

75. A detailed Air Quality Assessment and Noise Impact Assessment were submitted along with the application and the Environmental Health Manager has considered the proposal and raises no objection on these matters.

76. In respect of archaeology the arable areas of this planning application appear to have a low archaeological potential. The woodland areas of the development had an untested archaeological potential. The woods include features of the historic Wynyard Estate including sports facilities (e.g. a cockpit), land boundaries and industrial sites (e.g. clay quarries) and Tees Archaeology recommend that a conditioned programme of archaeological work would be an appropriate way forwards in these woodland areas.

77. In terms of Policy CS3 and the reference to integrating of climate change mitigation and adaptation into housing design, the submission proposes that all properties meet the necessary Code for Sustainable Homes and in order to fully reflect the objectives of Core Strategy Policy 3 (CS3), the development proposals should have embedded within them a minimum of 10 per cent of their energy from renewable energy sources. This is secured by planning conditions.

78. NPPF (Para 112) states that 'Local Planning Authorities should take into account the economic and other benefits of the best and most versatile agricultural land. Where significant development of agricultural land is demonstrated to be necessary, local planning authorities should seek to use areas of poorer quality land in preference to that of higher quality'.

79. The NPPF defines the best and most versatile agricultural land as being Grades 1, 2 and 3a. Part of the application site is in agricultural use on land which is classified as grade 3a. Whilst the proposed development would result in the loss of agricultural land from production the loss is not considered to be significant enough to warrant refusal on this ground alone. Furthermore after completion of the development the scheme will incorporate around 30 hectares of open space, either formally or informally laid out.

80. The development proposal includes a small scale local centre including an element of retail uses. Whilst the site is not located within a town centre location, it is considered that due to the scale and the nature of the development, the development of a retail use is ancillary to the wider development proposal. It is therefore considered that the development of retail uses to complement the wider development proposals is acceptable.

81. Alteration No 1 of the Local Plan includes Policy S15, which is relevant to this site states "Planning permission will be granted for new development for small scale retail use outside the Centres provided that the facility is intended to serve local needs only, being of a scale appropriate to the locality and being within walking distance of residential areas and the proposal would not adversely undermine the vitality and viability of any retail centre". The proposal is considered to be small scale and ancillary to the main development will also serve the local needs of the community.

Means of Access, Parking and Traffic Issues

82. The application is accompanied by a Transport Assessment in order to satisfy the Local Planning Authority that the principle of the development and the subsequent movement of future traffic can be accommodated in and around the site on the surrounding road network.

83. The Head of Technical Services has assessed the proposal and his detailed comments are set out in full in the consultation section of this report and in summary concludes that the impact of this development on the local highway network is considered to be acceptable despite slight worsening of conditions compared with the existing network performance. The proposed mitigation would generate benefits when compared to a 'do nothing' future scenario.

84. The impact of this development on the local highway network has been assessed using different scenarios and different assessment tools and the outputs have shown the impact to be acceptable subject to mitigation. Whilst acknowledging concerns that the area is heavily trafficked, the National Planning Policy Framework states that developments should only be refused on

transport grounds where the residual cumulative impacts of the development are severe. In line with current policy guidance, there is no evidence to object to the development on transport grounds as the changes in journey times and the junction assessment results do not indicate that the residual impact of the development would be severe.

85. The highway mitigation proposals that are required to facilitate the development are set out in the Heads of Terms.

86. A bridge connection over the A689 is referred to in the Transport Assessment that supports the application. The bridge would form connectively between this application site and the proposed housing sites north of the A689. It is considered that any over bridge could be an incongruous feature within the semi-rural location of the A689 as it passes between these two sites. However, the proposed location benefits from the presence of existing tree belts which would help screen the ramps of the bridge approach when viewed by the travellers approaching from the west. Travellers heading east would view the ramps backgrounded by the existing tree belts. In the foreground to these views could (if the extant permission 12/21719/RNW is built out), be a four storey hotel. The land to the north of the A689 is presently elevated in the form of a contoured landscaped entrance to Lions Court. If this landscape treatment is extended to the earth ramps both sides of the A689 then an opportunity exists to incorporate the ramps into the landscape, in such a way that the structure complements the entrance.

87. Any bridge structure should be a low slim structure and if built into the ground at either side it would have the additional benefit of users accessing the route at the deck level rather than road level. If the ramp is accessed via ramps and steps from road level this could lead to pedestrians and cyclists crossing the busy A689 at grade which must be discouraged. The A689 in this location has a 50mph speed limit. If barriers and other 'street clutter' are to be avoided at the bridge crossing then it must not be possible to access the bridge where it abuts the A689. To this end no public footpaths (currently none exist) should lead from the existing Wynyard Park (Lions Court) or Wynyard Village developments, but that these developments should be tied into the end of the ramp sections of the proposed bridge.

88. Full details of the bridge and its integration with its surrounding would form part of a future application and its provision forms part of the S106.

89. In conclusion the Transport Assessment has demonstrated that sufficient highway improvements and sustainable transport enhancements are proposed to mitigate against the impact of the development. The Head of Technical Services has considered the proposal and raises no objection on highway grounds to the proposed development subject to controlling conditions. The Highways Agency has also considered the scheme and raises no objection.

Environmental Statement.

90. The Local planning authority is responsible for evaluating the Environmental Statement to ensure it addresses all of the relevant environmental issues and that the information is presented accurately, clearly and systematically. It is considered that the authority has in its possession all relevant environmental information about the likely significant environmental effects of the project to make a decision whether to grant planning permission.

91. External consultees have also confirmed that they are satisfied with the information submitted adequately addresses the impacts of the proposal and identifies appropriate mitigation.

CONCLUSION

92. The proposed development has been considered in the context of the Environmental Statement, consultee and consultation responses, The impacts of the proposal have been

considered against national and local planning guidance, the development is an unallocated site located outside the established urban limits and such development would normally be resisted unless material considerations indicated otherwise having regard to the development plan. However the guidance in the NPPF makes clear that the Local Planning Authority's existing housing delivery policies cannot be considered as up to date as it cannot demonstrate a five-year supply of deliverable housing sites. Also housing applications are to be considered in the context of the presumption in favour of sustainable development. It is considered that there are important material benefits arising from the proposed development and there are not any adverse impacts from the proposed development that would significantly or demonstrably outweigh the benefits when assessed against the policies in the framework taken as a whole.

93. Other material considerations have been considered in detail and the development as proposed is considered to be acceptable in terms of highway safety, it does not adversely impact on neighbouring properties or the ecological habitat, flooding and archaeology.

94. It is considered that in the planning balance, the proposal would not be premature or prejudicial to the Local Planning Authority's work on the Regeneration and Environment DPD which seeks to properly compare the long term sustainable alternative locations for housing developments and give local residents an opportunity to influence the planning of their own communities and therefore pre-empt the proper operation of the Development Plan process.

95. As much as the Local Planning Authority would wish to progress the consideration of the acceptability of the application site through the plan making process, the application must be considered in accordance with the NPPF guidance in the context of the presumption in favour of sustainable development and delivery and therefore the application is accordingly recommended for approval.

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

WARD AND WARD COUNCILLORS

Ward	Northern Parishes
Ward Councillor	Councillor J Gardiner

IMPLICATIONS

Financial Implications:
As Report

Environmental Implications:
As Report

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

Community Safety Implications:
The provisions of Section 17 of the Crime and Disorder Act 1998 have been taken into account in the preparation of this report

Background Papers
The Town and Country Planning Act 1990.

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