

DELEGATED

AGENDA NO

PLANNING COMMITTEE

1 April 2014

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

12/2784/OUT

Land to the North of Lion Court, North Of The A689, Wynyard Park

Outline planning application for the erection of up to 400 dwellings, a potential 2 form entry primary school, a local centre of up to 250sqm (Use Classes A1 to A5), changing facilities, playing field, open space, landscaping and associated infrastructure (all matters reserved except access).

Expiry Date: 20 February 2013

SUMMARY

This application was originally submitted for Outline Planning permission for up to 780 dwellings; a retirement village for up to 220 dwellings but the number of dwellings has been reduced to up to 400 dwellings. This application is one of three applications in the Wynyard area, the others comprising:-

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

Wynyard Village application – originally submitted for 650 dwellings and associated facilities which has now been reduced to up to 500 units (App.Ref. 13/0342/EIS).

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 (SBC and HBC), the Highways Agency and the Department for Communities and Local Government advisory agency 'ATLAS' (Advisory Team for Large Applications).

The three 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 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 400 dwellings; a local centre of up to 250sqm; a 0.6ha kick-about area; 0.8ha of other amenity space, including a village green; doorstep play facility; a 115m x 85m playing pitch and changing facilities.

A two form entry primary school is included in the residential planning application at Wynyard Village which is considered to be the preferred location for a school to serve all three proposed developments in the wider Wynyard area. However a fall-back position is required should that school not come forward so this application includes two options shown on the parameter plans (see Appendix 2 and 3); Option 1 excluding a school and option 2 including the school.

The application is in outline with all matters reserved except for access. The application proposal is, therefore to establish the principle of the development.

In view of the scale of the proposal and the location of the development, an Environmental Statement (ES) has been submitted with the application.

A Design and Access Statement and an Illustrative Masterplan have been prepared to demonstrate the layout and design principles for the site with detailed plans submitted for the proposed means of access from the public highway.

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, the impact on the privacy and amenity of neighbouring residents, the impact on the highway network and highway safety, flood risk, ecology and nature conservation, health and safety requirements and other material planning considerations.

The application site was allocated in Saved Policy IN4 of the 1997 Local Plan for "prestige employment" development. The allocation of 70 ha of employment land in the Wynyard area was also included in the Council's Core Strategy Policy 4. This reflected the "Key Employment Land" allocation included in the now revoked Regional Strategy, a document, which at the time of adoption; the Core Strategy had to be in conformity. The adopted development plan therefore identifies this site as employment land and the application is contrary to Saved Policy IN4 and Core Strategy Policy 4 and residential development would normally be resisted unless material considerations indicated otherwise.

The application site is identified as Policy H1m on the Policies Map for the Regeneration and Environment Local Development Document Preferred Options. Policy H1m states that 45 ha at Wynyard Park is allocated for up to 1000 dwellings, which will form part of a mixed use development, that will also deliver 70 ha of land for prestige employment uses.

Whilst Wynyard Park is one of the most attractive employment locations in the Tees Valley, it is considered that as a result of the significant supply of land at the site this is likely to last beyond the plan period.

The application site is outside of the defined limits to development. However, this is not relevant in the context of this particular site, given that the site is both allocated in the adopted development plan for built development and is committed for built development (for five warehouses) through planning consents.

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 application site and the extension to Wynyard village.

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 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 not withstanding 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.

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 12/2784/OUT 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 proposed 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 dependant 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
<i>Junction 3 – The Wynd</i>	<i>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).</i>	<i>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)</i>
<i>Junction 4 – Glenarm Road</i>	<i>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)</i>	<i>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)</i>
<i>Junction 5 – Wynyard Avenue</i>	<i>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)</i>	<i>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)</i>

Cycleway

No more than 200 dwellings shall be occupied until either

- a) the owner enters into a s278 agreement with the council for the construction of suitable cycleways and related infrastructure including appropriate greening infrastructure to connect Wynyard Park via the bridge crossing to the cycleway highway network south of the A689 via a backroute from Wolviston to link to the existing adopted highway [at Wynyard Road] or**
- b) the above cycleway has been constructed pursuant to the construction of the hospital, or the development of the hospital has commenced triggering the requirement to provide the cycleway.**

Public Transport

Without Hospital Option:

- provide a shuttle service, to be procured by the developer, between the residential developments at Wynyard Park and the Wynyard Village extension (where appropriate) (including to the primary school) 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 service above 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 (prior to the occupation of the 50th Dwelling) 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 Co-ordinator will oversee the implementation of the Travel Plan.

Bridge

Wynyard Park Limited/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 dwelling (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

15% of dwellings to be affordable homes, with a minimum of 25 units to be provided on-site and the remainder by way of off-site provision. The off-site affordable provision can be made by delivery off-site or a contribution 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 Wynyard Park over the period of time within which the funds must be spent, before Wynyard Park becomes eligible for their return, with interest.

Primary School

In the event that development of the Wynyard Village Primary School is not commenced on the Wynyard Village Extension Site by occupation of the 100th dwelling on the site, to apply for planning permission for a new two form entry primary school on site and to be provided the primary school on site before the completion of the 200th dwelling on site.

The school site shown on the parameters plan shall be kept clear and free of development until either

- a. the Primary School is built; or**
- b. the School Site is no longer needed to provide a Primary School a two form entry school has been built on the Wynyard Village Extension site; or**
- c. adequate primary school provision has been built elsewhere and the council certify that the school site is no longer needed for a primary school**

Secondary School

• On occupation of the 150th, 250th, and 350th dwellings within the boundary of the application site for Wynyard Park (LPA ref: 12/2784/OUT), 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 Centre

Prior to the occupation of the 300th dwelling, the local centre 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.

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 a 0.6ha 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 Space 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 occupation of the 250th dwelling the Changing Facilities and Full Size Grass Playing Field must be provided in accordance with a detailed design to be first submitted to and approved in writing by the Local Planning Authority and 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 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 management of the facilities and shall thereafter be 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

Previous Permissions

Not to progress with the implementation of planning permission 07/2407/REM on the Agreement Land (being the land edged in red on the site plan/location plan submitted with the application).

Conservation and Habitat Management Plan

Prior to occupation submit a Conservation and Habitat Management Plan which addresses any negative effects on biodiversity resulting from the Development, and indirect effects such as disturbance to the adjacent woodland in addition to direct effects such as loss of habitat.

The ecological balance sheet must assess the positive effects of the mitigation to be instituted as part of the Development, which will include the requirements in connection with the Public Open Space and the landscaping associated with the Development.

The ecological balance sheet must assess any net loss to biodiversity resulting from the Development, and any net loss must be compensated so as to show a net enhancement to biodiversity. Compensatory measures can be undertaken within the red line boundary outside of the Development or other areas of Wynyard Park.

The Conservation and Habitat Management Plan must be drawn up by the Owner for the purpose of determining the compensatory measures which might reasonably be undertaken to achieve that net enhancement to biodiversity and in consultation with the Council., The Conservation and Habitat Management Plan must include a timetable for its implementation, and must be submitted to the Council by the Owner and approved by the Council prior to Occupation.

Once approved, the Conservation and Habitat Management Plan must be implemented in accordance with its terms and, save as otherwise agreed in writing by the Council, the

approved compensatory measures undertaken and maintained (in perpetuity) by the Owner in accordance with the approved details and timetable

Pipeline

To carry out any works necessary for the protection of the pipeline in accordance with the conditions attached to planning permission and the clauses of the Section 106 Agreement for the provision of the Access Road and associated works for the Access Road Site submitted under reference number 08/1410/FUL or any subsequent approval.

CONDITIONS:

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

Plan Reference Number	Date on Plan
60248512-SK101	21 November 2012
SK1000.03 RevA	24 March 2014
SK1000.04 Rev A	24 March 2014
SK -100-20	24 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 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 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 400 Residential dwellings (C3 Use Class)
Up to 250 Sq.m. of Retail use (Classes 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. The development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) by Wardell Armstrong of November 2012 and the following mitigation measures detailed within the FRA:

1. Limiting the surface water run-off generated by the northern catchment to 42.16 l/s and the southern catchment to 38.66 l/s so that it will not exceed the run-off from the undeveloped site and not increase the risk of flooding off-site.

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.

22. No development shall take place until a scheme for the provision and management of a 10 metre wide buffer zone alongside the close Beck 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)**

Reason :Development that encroaches on watercourses has a potentially severe impact on their ecological value e.g. by reducing the habitat that allows wildlife to continue to thrive in the riparian zone or facilitating increased pollutant loadings because the existing riparian vegetation has gone and cannot intercept pollutants.

23. 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

24. 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

25. 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.

26. Clearance of any vegetation, including trees and hedgerows, to take place outside of the bird breeding season. The breeding season is taken to be March-August inclusive unless otherwise advised by the LPA. An exception to this timing restriction could be made if the site is first checked within 48 hours prior to the relevant works taking place by a suitable qualified ecologist who confirms that no breeding birds are present and a report is subsequently submitted to the LPA confirming this.

Reason : In order to avoid harm to birds.

27. Any trees that are to be removed that have been identified as having high potential for roosting bats, should be subject to bat activity surveys prior to any felling works being undertaken on them. Any trees that have been identified as having moderate bat roosting potential should be felled according to a suitable method statement to reduce the risk of

harm to bats. The method statement should be submitted for approval prior to the felling of the trees.

Reason : In order to avoid harm to bats

28. The mitigation for badgers described in section E6.9 of the Environmental Statement and for otters, section E6.10 of the Environmental Statement, shall be implemented as described in those sections.

Reason : In order to prevent harm to protected species.

29. A lighting plan for the areas of development adjacent to the woodland should be submitted for approval. The plan should demonstrate how light spill will be minimised on the adjacent woodland.

Reason : In order to prevent disturbance to bats.

30. Properties adjacent to the woodland should be separated from the woodland by a close-boarded fence of minimum height 1.8m.

Reason : In order to minimise disturbance to the woodland

31. 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.

32. 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.

INFORMATIVES

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

Advice from the Environment Agency

Otter spraint has been found along the Close Beck and the presence of this protected species within the locality must be kept in mind when designing infrastructure and by using species specific construction method statements.

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

The only noted previous contaminative use within the development area is demolished farm buildings, which may have been subject to chemical spills from fuel oil, herbicides or pesticides. Site investigation has been carried out in the area surrounding these demolished farm buildings. This found the underlying glacial deposits to have several layers of clay and sand with no groundwater at shallow depths.

We therefore do not consider this site a priority and 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:

The only noted previous contaminative use within the development area is demolished farm buildings, which may have been subject to chemical spills from fuel oil, herbicides or pesticides. Site investigation has been carried out in the area surrounding these demolished farm buildings. This found the underlying glacial deposits to have several layers of clay and sand with no groundwater at shallow depths.

We therefore do not consider this site a priority and 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.

Surface Water

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.

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

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

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
- 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 should be planted at a maximum of 10m centres and should be of a stock size of 20 - 25cm girth, rootballed stock type. Trees in grass verges should 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.

CONSTRUCTION OF HIGHWAYS FOR NEW DEVELOPMENTS

The works may 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.

HOSPITAL CAR PARK MANAGEMENT PLAN

Should the proposed hospital come forward it is intended to protect the amenity of the future residents of the housing at Wynyard Park by the introduction of a Car Park Management Plan for the Hospital, the intension of which is to prevent visitor parking within residential streets. This may include the introduction of Traffic Regulation Orders on residential streets.

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.

BACKGROUND

1. Planning permissions were granted across the whole site for employment uses in the 1990s and have subsequently been renewed. Some of these have been built out in the eastern area. The current situation is as follows:-

- 685,150sqm of employment floorspace (offices and industrial) have permission, of which nearly 90,000sqm has been built out;

- A 343,000sqft warehouse for Clipper Logistics has recently been completed;

- A hospital for the North Tees and Hartlepool NHS has planning permission.

- Plans for 200 new homes adjacent the site to the west were approved by Hartlepool Borough Council on 4 November 2011, subject to conditions and a legal agreement. A detailed planning application has been submitted by Taylor Wimpey for 168 dwellings on the majority of this land; and approved.

-A hotel and restaurant / pub (which has planning permission).

SITE AND SURROUNDINGS

2. Wynyard Park comprises 358 hectares of development land immediately north of the existing Wynyard Village. It is set within a strong and mature woodland framework. It mainly comprises three former farmsteads, mature field boundaries and plantation woodland. The A19 and A689 run close to the site.

3. The site is bound to the south by a cluster of commercial buildings and agricultural fields with planning permission for further phases of the wider Wynyard Business Park development. Beyond these lie the A689 dual carriageway, with Wynyard Village and the Wellington Golf Course beyond this. To the north by Close Wood, a Local Wildlife Site (LWS) designated for its re-planted ancient woodland with open agricultural fields beyond. To the west by Swart Hole Plantation (also part of the LWS), beyond which lies agricultural fields comprising part of the wider Wynyard development at W3; and to the west by Whinny Moor Plantation with Wynyard Business Park and the A19 lying beyond.

4. The application site comprises land in the central part of the wider Wynyard Park. (See Appendix 3 – Site Location Plan).

PROPOSAL

5. The proposals form part of the applicant's masterplan for the whole of Wynyard Park, including land within the administrative areas of both Hartlepool and Stockton Borough Councils.

6. This application seeks planning approval for:-

- Up to 400 houses;
- A local centre of up to 250sqm;
- A 0.6ha kick-about area;
- 0.8ha of other amenity space, including a village green;
- Doorstep play facility;

- A 115m x 85m playing pitch;
- Changing Facilities; and
- A potential Primary School.

7. 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 except for access. 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.

8. The final layout details for the site will be the subject of a future application for reserved matters approval. A parameter plan has been submitted for approval which specifies the development zones for the buildings and approximate locations of the open spaces, key routes and roads.

9. The site is enclosed by mature woodland to the north, west and east, with woodland belts travelling into the site from the north and south eastern boundaries. These trees belts will be retained. Additionally, new landscape features, including Sustainability Urban Drainage Systems (SUDS), open spaces and landscaped areas will be provided to help integrate the development into the landscape. The landscaping will be also be used to create access corridors, enhance biodiversity through providing new wildlife habitats and provide space for formal and informal recreation.

10. The final landscape details for the development will be the subject of a future application for reserved matters approval. For the purposes of this assessment a parameter setting out areas of built development and open space has been submitted.

11. Access into the site will be from the second roundabout on the A689 when travelling westwards from the A689 / A19 junction. This roundabout already provides an access into the wider area for some Class B1 business development.

12. The access road will form part of the wider Wynyard Park spine road which will travel into the site to the west. This area has planning permission for a business park development and a new hospital.

13. On the north-west boundary a new road and footpath / cycle link will be provided between the site and the adjacent proposed development in Hartlepool.

14. The revised development is focussed in the southern area of the red line boundary area, closest to the existing commercial units and road infrastructure, whilst the northern area does not contain any development.

15. Wynyard Park Ltd and Stockton Borough Council require a fall-back position should the Wynyard Village primary school not come forward as proposed in planning application (13/0342/EIS). The alternative option would be the provision of a small school on the Wynyard Park Stockton application site that could be extended up to a two form entry primary school. This 'fall-back' option would only be advanced in the event that a suitable primary school was not developed in the preferred location at Wynyard Village.

16. The parameter plans therefore include two options, with Option 1 excluding the school and Option 2 including the school. Under Option 2, the potential primary school would be located on a 1.75ha plot within the application site.

17. The final layout details for the site will be the subject of a future application for reserved matters approval. Parameter plans have been submitted which specify the development zones for the buildings and approximate locations of the open spaces, key routes and roads in relation to the school and non-school options.

18. The development will use materials that reflect the local character of the area. The final appearance details for the development are reserved for future approval or condition discharge. The surrounding context will be key to informing the final character of the site as well as the appearance of the new buildings.

THE ENVIRONMENTAL IMPACT ASSESSMENT

19. 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.

20. The findings of the ES are summarised as follows:-

Transport

The transportation chapter of the ES assesses the effects of the proposals on the local highways network and the ability of future residents and users of the development to access sustainable modes of transport.

The baseline assessment found that some congestion occurs on the A689 and A19 in the peak periods. However highway improvements to the A689 are planned to reduce congestion through a mixture of improved traffic management and increased car occupancy levels.

The Transportation Assessment concluded that the proposed residential development will have far less transport impact than the extant planning permission at the application site for storage and distribution uses.

If considered alongside the revised proposals for a mixed use development including 200 homes on the adjacent Wynyard Park land within Hartlepool Borough (which has planning permission for commercial development), again there will be an overall reduction in traffic than when compared to the business park planning permissions, resulting in a minor beneficial significance criteria for the area.

An assessment of accessibility to the site by sustainable modes has shown that although the levels of access by walking, cycling, car sharing and public transport are currently low, there are opportunities for these to be improved.

The residential Travel Plan and improvements in sustainable infrastructure provide a range of measures which will facilitate and promote residents using the sustainable transport modes.

Landscape and Visual Impact

The Landscape and Visual Impact Assessment chapter of the ES sets out to describe the physical landscape of the study area and identify the predicted effects on the landscape and visual receptors resulting from the development.

The baseline conditions show that the site is surrounded by mature woodland to the west, north and east. Vegetation cover within the site is very limited however the plantation woodland provides a strong sense of enclosure to the peripheral sections of the site. There are no statutory landscape designations within the site and other than access roads within the business park there is no public access which provides significant views into / across the site.

An assessment of LVI shows that the effects will be moderate adverse at a site specific scale, reducing to minor – moderate adverse at a local scale when seen in the context of recent urban development at Wynyard Business Park and Wynyard Village. The predicted visual envelope for the development will be very restricted due to the screening impact of mature tree cover in the area. Public views into the site are limited to those views gained from within the business park and the effects are assessed as minor – moderate adverse.

Mitigation is provided in the form of green infrastructure associated with the development which will mature and further integrate built structures into the semi-rural landscape. With appropriate mitigation, it is suggested that the significance of levels of landscape and visual impact could be reduced to minor adverse.

The proposed residential development to the west of the site is well contained by existing woodland that its cumulative visual impact with that of proposals, is negligible.

When viewed alongside extended development within the existing Wynyard Business Park to the east, the combined built landscape will provide a logical extension to the overall development helping to define a comprehensive development zone rather than a series of piecemeal developments in a semirural setting.

Ecology

The ecology chapter of the ES assesses the flora and fauna currently present on the development site and the effect that the proposals will have on ecology.

The baseline assessment found that the site is an area of former farmland bisected by species poor, unmanaged hedges. Close Wood, which bounds the northern and western development boundary, is a Local Wildlife Site (LWS) designated for its re-planted ancient woodland which supports a moderately diverse ground flora and mature broadleaved trees. With regard to species, the site is considered to support a range of non-protected and protected species including foraging bats and badgers, breeding birds and a number of resident

Biodiversity Action Plan species (BAP).

During construction the main impacts on ecology may include loss of local and parish value habitats, damage to retained habitats on site and around the periphery of the development and direct impacts on wildlife as a result of construction. During operation the main impacts of the development could include disturbance as a result of increased footfall into the surrounding area, increased pollution from surface water runoff and / or disturbance of commuting and dispersal routes for wildlife across the site through increase in lighting.

A number of mitigation measures have been provided to reduce, wherever possible, the impacts associated with the development. These include; buffer zones along the boundary of the woodland; retention of trees wherever possible; wildlife friendly planting and drainage systems; checking wildlife surveys; and bat and bird boxes.

Overall the proposals will result in effects of at worst minor adverse significance, with the proposed mitigation strategy resulting in a number of benefits to local ecology in the long term.

Hydrology

This chapter of the ES assesses the effect on nearby sensitive surface water receptors during construction and following the completion of the proposed development.

The site is divided into local catchments, with the majority of the southern portion of the site flowing into field drains within the south east of the site, with the northern portion of the site flowing north and west, and surface water flowing either into field drains or into the track drainage on the northern boundary. A culvert of approximately 500mm which directs flow away from the site via an unnamed tributary. The development is shown on the Environment Agency's mapping to be wholly within fluvial Flood Zone 1 (low probability).

Potential effects of the construction phase of the proposals on the existing baseline conditions may arise from excavation and removal of material, sediment mobilisation, accidental release of potentially polluting substances and alteration to drainage regimes. Following completion of the proposed development, potential effects on receptors may arise from the permanent alteration to surface water drainage at the site.

Mitigation and management measures are described which would reduce the level of the identified effects, which after mitigation are considered to be minor adverse.

Geology and Hydrogeology

The Geology and Hydrogeology chapter assesses the effects upon nearby sensitive geological and groundwater receptors during construction and following the completion of the proposed development.

There are no Source Protection Zones (SPZ) or licenced groundwater abstractions within 100m of the site.

The assessment of the effects of the proposals on the baseline conditions found that during the construction phase potential effects may arise from excavation and removal of material and the accidental release of potentially polluting substances. The assessment shows that, with the recommended mitigation in place, the significance of the residual effects of the development upon the identified receptors would be minor adverse to negligible.

Following completion of the proposed development, potential effects on receptors may arise from the permanent alteration to the surface water drainage at the site. The main receptor of concern in this regard would be shallow groundwater within the vicinity of the site. The main mitigation measure for this effect would be through the design of a sustainable drainage system for the proposed development.

The baseline assessment of geo-environmental issues found peat deposits in the south east of the site.

The assessment of effects of the proposed development on existing conditions at the site found that peat deposits may generate gas and present a risk to human receptors associated with the proposals. Mitigation in the form of ground gas monitoring has therefore been recommended.

Soils and Agriculture

This chapter assesses the baseline characteristics of and potential effects of the proposals on soil resources, agricultural productivity and land use.

The baseline assessment found that the soils are typically a clay loam topsoil over a clay subsoil, and the land has been assessed as of moderate agricultural quality with a primary limitation relating to soil wetness.

Soil resources will be affected as a result of the development and mitigation measures will be implemented to protect the soil resource from damage during stripping, handling and stockpiling. Agricultural land will be permanently lost through the development and this effect cannot be mitigated directly.

The soil has an Agricultural Land Classification of Grade 3b. This is not the 'best and most versatile', which is Grade 1, 2 and 3a.

Archaeology and Cultural Heritage

This chapter of the ES considered the effect of the proposed development on the historic environment and particularly the archaeological significance of the site.

A baseline assessment was undertaken using the Historic Environment Record (HER) held by Tees Archaeology. It has been established that no statutory designations are present at the site. However, there are four non-designated heritage assets recorded on the HER within the site boundary including ridge and furrow earthworks (reference 560), an undated pit (reference 8014) and the remains of Woodside Farmhouse (reference 5480), and further ridge and furrow earthworks (reference 6663).

As assessment of the effect the proposals will have on the baseline conditions shows that the non-designated heritage assets recorded within the site boundary will be physically impacted by areas of proposed residential development.

Proposed mitigation includes a programme of fieldwork which has already been undertaken within the site and which comprised trial trenching and recording of information.

Due to the low potential of the site, it is understood that no further archaeological fieldwork will be necessary. This applies whether the Option 1 (non-school) or Option 2 (school) approaches are pursued.

Noise & Air Quality

It has been confirmed by the Council's Environmental Health Officer that there is not a need to update the Noise and Air Quality Chapters of the Environmental Statement because the development proposals will not have a significant environmental effect on air and noise. Instead, letters have been provided by Wardell Armstrong, which set out a justification that the original data is still entirely robust, and a written acknowledgement from the Principal Environmental Health Officer at Stockton Borough Council that they endorse this approach.

Waste

This chapter assesses the potential effects associated with the management of waste during the construction and operational phases of the project for two options. Option 1 - the development with no primary school provision and Option 2 - the development with primary school provision. It considers the effects of the proposed scheme in terms of the potential waste generated and how that waste will be managed.

Preparatory site work will result in the generation of waste material from excavation. This material will be distributed to other areas of the development as fill. As no material will be disposed of off-site it is considered that the excavation phase will have no effect on waste arisings within Stockton

on Tees. Recommended mitigation, set out in Chapter G: Geology and Hydrogeology, will minimise the environmental effects of waste arising from preparatory works.

The construction phase will result in the generation of construction waste material. There is the potential for environmental effects to arise from the storage, handling and transportation of construction waste. The assessment has concluded that these effects will be negligible, provided the implementation of an appropriate Site Waste Management Plan (SWMP) is undertaken at the site.

Operation of the development will result in the generation of commercial and municipal waste which has potential to put strain on the waste management capacity of Stockton on Tees Borough Council and commercial operators and give rise to environmental effects arising from storage, handling and transportation of waste. The assessment has shown that waste management capacity in Stockton on Tees and the North East Region is adequate and continuing to grow. Decommissioning of the development will result in the generation of demolition waste material. There is the potential for environmental effects to arise from the storage, handling and transportation of demolition waste. The assessment concluded that it is difficult to estimate the effect of demolition waste; however by ensuring high standards of design and adhering to a SWMP it is possible to reduce these effects.

The waste management assessment concludes that waste arising from the development will have negligible effect on receptors provided that good practice waste management is undertaken.

Socio-economic

The chapter considers the likely socio-economic impacts associated with the proposed construction and operational phases of the development.

A baseline assessment of the area found that, like many areas in the UK, the area of impact (assessed to be the local authority areas of Stockton and Hartlepool) is experiencing difficult economic conditions with a reduction in jobs and business activity. An assessment of community facilities and schools in the area shows capacity exist for additional residents. The housing stock in the area is mixed and differs considerably between the two local authorities. Assessment has found that demand for larger market housing (4+ bedroomed properties) available for owner occupancy outstrips supply in Stockton.

Potential effects related to the increase in investment and resident spending realised through the construction and operation of the proposed development. This was deemed to have varying degrees of beneficial effects.

The development is deemed to meet an identified need for larger market homes in the area and this was similarly deemed to have a beneficial effect, albeit a minor one.

In terms of health and community facilities, the proposed development is deemed to have a neutral effect as there is deemed to be sufficient capacity within the surrounding area to accommodate the new residents associated with the proposed development. As assessment of schools, however, did identify the potential for a moderate adverse effect given the relative lack of capacity in the area.

Discussions have taken place with both local authorities, as well as Cameron Hall Developments, and the preferred approach is to provide a 2 form entry primary school for 420 pupils within Wynyard Village (south of the A689). Children from the Wynyard Park developments (north of the A689) would be able to attend this school. Wynyard Park Limited would, however, require a fall-back position whereby a primary school (that could be extended up to a 2 form entry school) is provided on land within their ownership. The preferred location would be on the Wynyard Park

Stockton site. This is to provide some comfort for all parties that a school will be delivered in the event that the proposed school at Wynyard Village does not come forward as required.

It is anticipated that the above approach to the provision of additional primary school places will mitigate against the effect of the additional capacity to be generated by new housing at the application site. The capacity gap for secondary school provision is to be mitigated through a financial contribution for off-site provision which would be spent on Northfield and St Michael's RC Academy.

Cumulative Effects

During the construction it is accepted there will be a number of adverse environmental effects these represent a temporary effect.

Once the development is concluded the ES has found that the environmental effects will in some cases be no worse than at current, in the case of air quality any change would be insignificant and in terms of ecology there will be both some minor adverse effects, through additional pedestrian activity in the woodland and the disturbance of habitats, and some minor beneficial effects from the creation of new habitats and better management of existing habitats through a habitat management plan. In a number of instances there will be positive environmental effects – notably employment and expenditure.

CONSULTATIONS

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

Councillor J Gardner

This is a huge development and will need considering carefully. The impact of the additional properties on the highways will be significant. Once again, the proposed hospital and its infrastructure has been used to justify the transport requirements and this is not acceptable. This application needs to be reviewed along with the Hospital traffic, the additional traffic from Red House School proposal and all of the adjacent proposals on adjoining authorities. The A689 cannot cope with rush hour traffic at present and when it rains the road floods causing severe disruption. Additional housing and development will only add to the flooding issues.

Grindon Parish Council

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. There is no public transport system serving the area.

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.

This development must deal with these issues before it is allowed to go ahead by imposing these as conditions.

Head Of Technical Services

General Summary

This application forms one part of a significant proposal for Wynyard Park, a development site that falls within the administrative boundaries of both Stockton Borough Council (SBC) and Hartlepool

Borough Council (HBC). 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, all extant planning permissions and the residential proposals that are the subject of current planning applications in Wynyard Park and Wynyard Village.

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 as 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 development site has extant consent for 120,414sqm of B2/B8 commercial land uses. It should be noted that there is are no significant highway mitigation proposals attributable to the existing consent or the wider Wynyard Park extant consent

The planning application proposes to replace the commercial development with 400 residential units, a potential two form entry primary school and a local centre of up to 250sqm. The potential school has been included to ensure school provision can be provided if other development proposals in Wynyard Village do not come forward.

All comments are made on the basis that all matters for this development would be reserved, with the exception of the access.

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 impact on the free flow of traffic on surrounding roads and to understand what mitigation is required.

Review of Site Layout

The application proposes up to 400 residential dwellings replacing 120,414m2 gross internal area (GIA) of extant B2/B8 commercial use. This proposal supersedes the original planning application which sought consent for 1000 residential dwellings.

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

Access to the development

The development would be accessed via a new roundabout on Hanzard Drive which in turn connects towards the A689. The proposed access into the site is acceptable in principle. However, the access road is subject to separate planning application (08/1410/FUL) to upgrade the single carriageway road to provide a dual carriageway road. As well as to accommodate development traffic, the road was to be upgraded to overcome a safety concern with regards to a high-pressure gas main that runs through the southern part of Wynyard Park. The access road crosses a pipeline and it was therefore proposed that a concrete impact protection slab would need to be placed underneath the upgraded access road and above the gas main. It was also previously advised that it was recommended that the section of pipeline underneath the access road would need to be replaced with a thick wall pipeline compliant with the relevant specification for a high density traffic route. A condition was placed on the previous consent that not more than 2,000 vehicles an hour should be permitted to use the access road until works to the pipeline have been carried out. This condition must apply to this application and development traffic must not exceed this threshold until the road improvements have been implemented.

The revised Transport Assessment (TA), however, states that construction traffic would access the site via the existing A689 / The Wynd roundabout. Unless the access road improvements are to be carried out prior to commencement of this development all construction traffic shall use the haul road and not the single carriageway. Therefore in accordance with previous planning consents, it is recommended that all construction traffic must use the haul road from the western roundabout.

Whilst the proposed access is considered to be acceptable to serve the development, a Stage 1 Road Safety Audit should be conditioned to confirm all aspects of 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 the proposed access works onto the adopted highway.

Internal Layout

The layout of the site would be subject to a Reserved Matters application. Two parameters plan have however been submitted with the application to establish the development principles of the site which are acceptable.

One option includes a two form entry school whilst the second plan does not include a school. The requirement for a school would be determined in association with other developments within the Wynyard area. The current proposal is that a primary school would be provided within a proposed extension to Wynyard Village.

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.

On street parking controls are proposed should the North Tees hospital come forward to control parking within the vicinity of the hospital site and to prevent any overspill parking occurring within residential neighbourhoods. This requirement would need to be addressed as part of any reserved matters application for the housing layout.

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.

The impact of 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.

Since the initial applications were submitted the modelling 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 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 below shows the forecast vehicle trip generation of the proposed development and the trips associated with the extant consent on the site.

	AM Arr	Am Dep	Am Total	PM Arr	PM Dep	PM Total
Extant B2/B8 Commercial (120,414m2)	567	163	730	264	323	586
Proposed Residential (400 Units)	46	196	242	137	62	199
Difference	-521	+33	-488	-127	-261	-387

Table 1: Trip Generation associated with the site.

Table 1 indicates the trip generation associated with the site. It should be noted that an agreed 10% reduction of trips has been applied to take account of internal trips to employment uses at Wynyard Park. The table indicates that the extant consent for the site could generate significantly more trips than the development proposals.

SBC has indicated a preference for a new primary school with Wynyard Village however, it should be noted that should a school be required on this site an additional Transport Assessment will have to be provided through the reserved matters application process. Given it's potential status development trips related to the school have not been included at this stage.

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' included 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 Junction (Signalisation).

The assessment of the recent North Tees Hospital application indicated that three lanes are required between 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

The TA indicates that the trip generation during the morning and evening peak hours would be less than the extant permission. However, as the tidality of the trips would be different, reference to the extant consent is not considered to be applicable. The development has to therefore be considered as a new land use and any resultant impacts mitigated accordingly. The applicant has therefore superimposed the development trips onto both future base scenarios (with and without hospital) for assessment purposes.

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 (H/2013/0479, consented February 2014). 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 – AECOM TA Addendum

The impact of the development traffic associated with this application and the HBC Wynyard Park application (H/2013/033 for 200 Units) has been assessed at three junctions within the TA addendum. Throughout the initial modelling exercises the results indicated that there were significant delays on the side roads serving the development. Therefore the applicant has proposed amendments to existing

side road junction layouts to increase capacity of the links and to improve access onto the A689 - this is referred to as 'further mitigation' beyond what is proposed by the 'hospital package'. The TA includes LINSIG analysis of 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 to include pedestrian crossing phases. The results indicate that if the development was to be built out in isolation the junction would operate with a degree of saturation of 66.1 % in the AM peak and 60.5 % during the PM peak. The maximum queues with mitigation would occur on the A689 westbound in the AM peak when the mean max queue is 24.7 Passenger Car Units (PCUs) split across both lanes. In the PM peak the maximum queue would occur on the A689 eastbound when the queue reached 20.6 PCUs split across both lanes.

The A689 / The Wynd / Hanzard Drive Roundabout

The results for this roundabout include full signalisation but without any pedestrian phases. It is anticipated any pedestrians crossing the A689 in this location would use facilities to the east. The results indicate that if the development was to be built out in isolation the junction would operate with a degree of saturation of 86.8% in the AM peak and 61.0% during the PM peak with the proposed mitigation included. The maximum queues would occur on the A689 westbound in the AM peak when the mean max queue is 42.6 PCUs split across both lanes. In the PM the maximum queue would occur on the A689 eastbound when the queue reached 19.8 PCUs across both lanes.

The A689 / Wynyard Avenue / Red House School Roundabout

Similar to above this junction signalisation does not provide pedestrian phases. The LINSIG results indicate that overall if the development was to be built out in isolation the junction would operate with a degree of saturation of 81.8% in the AM peak and 78.3% during the PM peak with the proposed mitigation included. The maximum queues would occur on the A689 westbound in the AM peak when the mean max queue is 43.1 PCUs split across three lanes. In the PM peak the maximum queue would occur on the A689 eastbound when the queue is forecast to reach 33.8 PCUs split across three lanes.

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 2.

		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 2 – 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 would 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 in the 1,100 residential scenario improves the discharge of vehicles onto the A689 and subsequently the slight increase in journey time reflects addition delay due to more vehicles wishing to access the A19.

However, the reduction in journey time when compared to the scenarios without the hospital and its associated mitigation does not go ahead is significantly worse for the same period. 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 will be small changes in journey time with the additional traffic from the 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 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 have been 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 highway mitigation.

In summary the highway assessment has shown that the full mitigation package proposed would be required to facilitate all the housing developments, i.e. the 'hospital package', irrespective of whether or not 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 and cycle 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 south (Wynyard Village) and safe pedestrian and cycle crossing locations are therefore required on this road. However, as the highway mitigation measures include signalising junctions on the A689, it may be possible to incorporate a pedestrian phase into the signalised junctions or to provide standalone signalised crossing points which would improve the linkages between Wynyard Park and Wynyard Village.

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 to 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.

As previously indicated this application is being considered along with two other applications. HBC is the determining authority for the other Wynyard Park application (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. Wynyard Park proposes that each developer (representing Wynyard Park and Wynyard Village) each share 50% of the cost of any footbridge. Any Section 106 Agreement would be drafted to reflect the requirement of the bridge.

A controlling condition could be applied to any approval that requires the 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 part of the masterplan approach for the various developments for Wynyard 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 as indicated above this application includes 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 and the respective developments proceed.

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 Village from Wynyard Park 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 framework residential Travel Plan has been submitted and a final 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 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.

The proposed action to set up a residents group to oversee the Travel Plan is a positive one. This is also essential to ensure the sustainability of the Travel Plan beyond the employment of the Travel Plan Coordinator.

A car club would be an important measure in reducing the number of car trips from the development, particularly those from a dwellings second car ownership. The inclusion of a car club at this site would be welcomed.

The success of the sustainable transport interventions is dependent on the measures to be implemented through the approved Wynyard Hospital development, which is indicated within the Travel Plan to be completed after this housing development is forecast to be built out. Whilst sustainable modes of travel associated with this application can build on those proposed for the hospital, additional (or extensions to) services would be required to serve this development. It is noted that there are commitments from the development to provide shuttle bus services if the hospital does not come forward to serve south and west Stockton and another service towards East Durham.

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. 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 would 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 developments at Wynyard Village. 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 business park to the east (W1);
- Footway/cycleway linkage between the housing development and the proposed future developments within Hartlepool's Wynyard site (W3);
- Safe footway/cycleway crossing facility across the A689 to provide a linkage to Wynyard Village – uncontrolled provision would not be acceptable;
- Footway/cycleway linkages on both sides of the A689 crossing facility; and
- 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).

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. Traffic impacts would be generated gradually over a long period. 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. In this instance special consideration should be given to the extant commercial consent at Wynyard Park which does not have any further significant attributable highway mitigation proposals.

The following highway mitigation proposals, including the further mitigations beyond the 'hospital mitigation package' are required to facilitate the development:

- 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:

- Bus service provision (following an agreed public transport strategy) to link the housing development to surrounding areas, including Wynyard Village;
- Footway/cycleway linkage between the housing development and the existing business park to east;
- Footway/cycleway linkage between the housing development and the proposed future developments within Hartlepool's Wynyard site;
- Safe footway/cycleway crossing facility across the A689 to provide a linkage to Wynyard Village – an uncontrolled provision would not be acceptable;
- Footway/cycleway linkages on both sides of a A689 crossing facility to link to the potential bridge location;
- Footway/Cycleway linkage along the PRow to Wynyard Road to connect to the existing cycleway network; and
- A Full Travel Plan and associated funding for measures to promote sustainable travel to the site.

Should the development be recommended for approval, mitigation should be secured via 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 1000 to up to 400 dwellings with the residential areas now being located only in the southern parts of the site just north of the existing commercial development. The space to the north remains as open fields and woodlands but as this site is a business park potential businesses may be located here. It is recommended that an area of buffer planting 15 - 20m in width be identified to wrap around the housing areas where they face the open

space to the north to prevent any adverse visual impact should this area be approved for an industrial use. Until any such use comes forward these areas should not be left as uncultivated land and a temporary use could be as open grass field for informal recreation.

Generally

All comments are made taking into account that all matters for this development would be reserved, with the exception of the access.

The proposed site is located on an area of unmanaged farmland, surrounded by woodland on three sides and an area of existing commercial development (Lion Court) to the south. The site currently benefits from an extant planning consent for B1, B2 and B8 uses. Whilst the development site has gone through several iterations, the setting of the buildings within a landscaped context and the integration of the surrounding landscape has always been a key consideration in the design parameters of the site.

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.”*

Landscape Character and Capacity to Accommodate Development

The site is located within Character Areas landscape unit (CA) No. 145 and 146 as identified in the Stockton Landscape Character Assessment (dated 26/07/2011). Landscape unit CA 145 is described as previously farmed land now left unmanaged, and landscape unit CA 146 as arable agricultural land that has recently been ploughed.

A Landscape Capacity study (dated 26/07/2011) accompanied the Landscape Character Assessment, and this study considered the capacity of the landscape to accommodate built development, without the development having an adverse impact on the land unit. Within the Stockton Landscape Capacity Study these character areas are identified as having a high capacity to accept new development with the potential suitable development types to be considered within these areas identified as the extension of the potential Wynyard Business Park located immediately south of the area. While the proposed development would have a finer grain of built form than commercial or business units, it is considered that as the site has a high capacity to accommodate one form of built development it would be able to accommodate residential development.

Views

The reduced scale of the residential development will reduce its visual impact on the landscape in comparison with the previous layout. The development site is significantly contained by the existing buildings located on adjoining sites and existing woodland on three sides (north, east and west). However, glimpsed views of the site would still be afforded to travellers in cars using the busy A689. This road is a 50mph dual carriageway at this location. The industrial buildings yet to be constructed under the extant planning permissions together with the additional planting (at maturity) proposed around the perimeter of the application site would further help screen views from the A689.

It is recognised that in addition to viewpoints along the A689 there are currently other viewing opportunities from publically accessible or sensitive locations but these are limited and would be restricted if the remaining extant permissions are built out.

Landscape and Visual Impact Assessment

There are few landscape features within the site that would be affected by the proposed development. In addition, the application must be considered in the context of the extant planning permission for B1, B2 and B8 which has been substantially built out (in the form of the business park comprising of larger building units). In

this context the application is not considered to have any significant adverse visual impact on the character of the area or the Wynyard Park Special Landscape Area.

There are few publically accessible locations or sensitive receptors that would experience views of the proposed development. It is considered that the sensitivity of the residential (Red Gap/ Red Gap Cottages) would be high rather than the high-moderate identified within the LVIA. The existing and proposed buildings on the industrial estate and planned landscape planting buffers on the southern boundaries of the development will largely screen the development site from the A689 and therefore views from this road are not considered significant.

The overall visual impact of the proposed development is not considered significant and with appropriate mitigation the development can be integrated into the landscape. The mitigation measures identified in Section D6.0 Mitigation to integrate the proposed development into its surroundings include:

- All areas of existing mature woodland (with the exception of that cleared to create the access road link to the west), beyond the actual development footprint would be retained and protected during the construction phase to maximise the screening impact (as these trees are important the potential impact of shade on the amenity of future residents houses and gardens has been considered in the Tree and Woodland section);
- The proposed planting buffer on the southern site boundary to be planted at the earliest opportunity to afford screening of the development supplementing the existing buffer provide on the northern edge of the industrial units;
- Development would be generally be phased south to north with stripped topsoil stored in bunds to act as screening or the units adjacent to the southern boundary constructed at the beginning of the scheme creating a screen for the future development to the north.

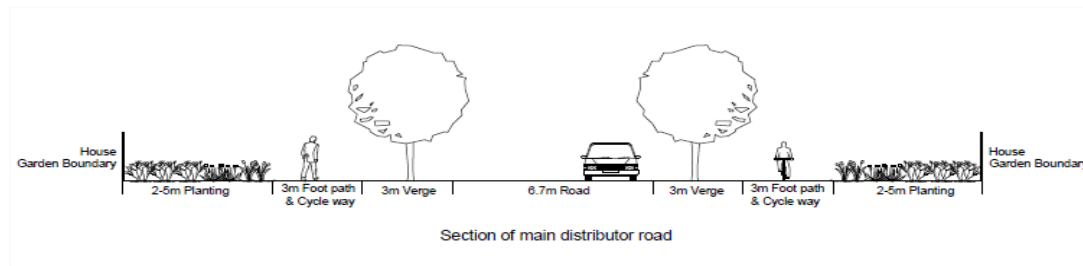
Layout

Two site plans have been received in support of the application showing the layout of the development. These are plans SK-100.13 and SK-100.23 which are backed up by two parameter plans SK-1000.03 and SK-1000.04 respectively. Plan SK-100.23 has allowed for the inclusion of a two form entry primary school (should this not come forward a part of a neighbouring application) which has resulted in the offset housing being located into the field north of the development which is considered acceptable.

Both layouts show landscape buffer planting on the southern boundary alongside the Wynyard Business Park. However this buffer should extend along the full length of the southern boundary as requested for the previous layout. It is noted that the buffer in the south west corner is only shown on the layout drawing submitted as an 'addendum to the design and access statement' and this section of the buffer must be shown on all of the layout plans.

Both layouts allow for a Public Open Space (POS) of approx. 0.8ha in size, a playing field and a MUGA as well as two smaller areas of POS at the estate entrance. For further detail on the level of play provision refer to the comments in the Open Space and Play section and for more detail on the landscape buffer refer to the comments in the Trees and Woodland section.

The proposed layout of the site is a primary access point from Glenarm Road to the south west that provides a sinuous route into the site dividing into primary access routes one going north and one west. These primary access routes are designed to be set in wide landscape corridors allowing for boulevard tree planting and should assist in the creation of a sense of place and necessary green infrastructure. It is recommended that this road corridor be approximately 25 -30m in width. This road should also accommodate off road cycle-ways. It is recommended that the style of this road corridor is continued into the adjacent site in HBC's administrative area to create a masterplanned approach to the overall design of the proposed developments. A potential highway /verge layout for the distributor road is illustrated overleaf.



The proposed layout of the site appears to provide good pedestrian linkages throughout the site. Off-site linkages are described in the Travel Planning section of this memorandum.

The use of the 'gateway', 'significant' and 'corner turner' buildings would potentially provide visual interest to the site. However, the design of these and the other buildings within the application site should be carefully considered to help the site deliver a high quality environment.

The pockets of landscaped open space and Sustainable Drainage Areas (SUDs) drainage ponds are located in the eastern parts of the site, providing breaks and softer focal points within the development. The detailed design of these spaces should, like the buildings, be carefully considered to help the site deliver a high quality environment. The SUDs should be carefully designed to fit within the open spaces and be well landscaped to integrate these features into the local areas. These matters are discussed in greater detail later in this memo. Landscape proposals and the linkages between the areas of POS is a key factor in providing a sense of place, good residential amenity and green infrastructure.

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.

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.

Design Guide

Various designs principles have been adopted for the Wynyard Park area. These were developed to reflect the business use of the extant permission. It is essential that a design guide is adopted for this application and adjoining applications (HBC administrative area) that reflects the best practice and principles proposed within the adopted guidance to ensure a masterplan approach is applied to the street scene. The design guide shall cover such matters as planting, hard surfacing, lighting, enclosure, street furniture and any enhanced art features. The layout and the details being informed by a design guide should be conditioned.

Where extant permissions have been implemented reference should be made in the design guide to the continuance of any design features or how there would be a transition of existing features into any new proposals. It is noted that other design features, building layouts and orientation would be picked up as part of wider planning comments from development control.

Useful design guidance that can be used for this application as follows:

- 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, 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. There should be visual separation between the roadways and the “threshold”;
- Secondary Roads should be subservient to primary roads. Winding road geometry will assist this differentiation, and ‘bed’ the road within its landscape context;
- The use of generous verges and the sinuous geometry of the pavement and roads should allow for the necessary green infrastructure and boulevard tree planting;
- Where enclosures adjoin the highway including by distributor and secondary road these should be formed principally of brick and where timber elements are used these should be screened by planting;
- Build-outs in the highway layout for boulevard trees should continue throughout all the application sites to give a sense of place and this would need to be agreed by both highway authorities (SBC and HBC) under the Section 38 Act.

Site levels

The site is predominantly level but given the need to create roads and SUDs etc, there should be scope to form low mounds. The details of these are to be agreed as part of a reserved matters application. The bridge should be integrated into landscape ramps. Final site levels should be agreed via a controlling condition.

Existing Trees and Woodland

The proposal involves the development of the site for housing in close proximity to existing areas of mature broadleaved woodland and hedgerows notably in the south east corner of the site. If the mitigation measures as recommended below are implemented the proposed development should have a limited impact of the existing woodland blocks, however, many of the existing hedgerows would be lost.

The Arboricultural Impact Assessment (AIA) and Tree Protection Plan (TPP) submitted in support of the proposal indicate the use of tree protection fencing and ground protection methods in accordance with BS 5837:2012. All development shall be kept outside of the Root Protection Area (RPA) of the trees and it is essential that the tree protection fencing, in accordance with BS 5837:2012, is installed prior to

any construction activity and is maintained and regularly inspected throughout the construction period. Where roads, footpaths, parking areas or other areas of hard standing associated with the proposed development encroach upon the RPA of trees it is essential that ground protection measures outlined in BS 5837:2012 and further detailed in the AIA are installed prior to any construction activity and be maintained and regularly inspected throughout the construction period. Details of the tree protection measures and zones should be agreed as part of a reserved matters application.

The AIA and TPP also outline the use of piled foundations where buildings encroach upon the RPA of trees. While BS 5837:2012 also outlines the use of piled foundations for foundations within the RPA there are still risks associated with this construction methodology and it may not lead to the best long term solution. It is considered that construction of buildings within the RPA should not occur. However, in exceptional circumstances piling within the RPA may be accepted. If piled foundations are used within a RPA the associated design and construction should be conditioned and shall include that work be supervised by an appropriated arboricultural specialist.

The proximity of some of these properties to the woodlands means that it is likely that they would be overshadowed for a large part of the day and this is likely to have an adverse impact on the amenity of the future residents of these houses which could result in requests to remove these trees (it is noted that this application seeks to retain all the important trees). Whilst a shadow parameters plan has been prepared at this site at outline stage final layout at the reserved matters stage would have to be informed by the risk of shadow diagram. A shadow diagram should be required as a controlling condition as part of any at reserved matters application to illustrate the potential impacts of retained existing and proposed trees upon the housing layout.

The potential impact on the existing amenity of future dwellings due to the proximity to the existing and recommended buffer planting on the southern site boundary would need to be demonstrated by the use of a shadow diagram. The buffer planting must not adversely affect the proposed houses in terms of amenity and direct damage.

Proposed Tree Planting

The proposed scheme 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 site. All proposed trees should be no closer than 6 metres to a dwelling with field specimens being located at a greater distance from the houses or foundations increased in accordance with NHBC minimum requirement for planting trees near new houses. Dwellings should be set back accordingly to allow for this distance and the provision of additional street trees along the main distributor roads to create a sense of place in the development. 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. Street trees and trees in communal areas should be native species of a forest scale, species such as Oak and Beech, while trees in private residences could be 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.

Open Space and Play

The new development provides for new recreational facilities within the site layout comprising a 0.8 hectare kick about space, a 115mx85m formal playing field (0.977 hectares) and a changing facility and other public open space in the form of open 'greens' at the estate entrance.

It is understood the playing pitch could be utilised by a local junior club although the pitch would not be fenced and therefore could also be used by the local community. There would be concerns if the pitch became a third party controlled facility that could result in the area changing into a fee paying site that would restrict full community usage. Some form of parking provision would need to be considered for the usage and the provision of changing facilities would be useful for the facility.

An inadequate buffer zone has been provided between the proposed pitch and the nearest property boundary at only approx. 20 m width and the plan provided does not allow for run out zones. This should be increased to 30m in accordance with the guidance provided by Fields in Trust to prevent claims of anti-social behaviour and nuisance. Small buffers zones in the form of ornamental planting should also be planted alongside the properties facing on to the areas of POS at the estate entrance. A revised layout should be provided with the requested buffer zones and run out zones as part of any reserved matters application. Subject to these details being agreed it is considered that the area play provision complies with Stockton Borough Councils *Open Space, Recreation and Landscape Supplementary Planning Guide 2* and the requirements of *SPD2* are provided in the informative section.

A SUDs pond is located next to the playing pitch and for safety reason this should be located away from the areas of play.

An Outline 'Woodland, Ecology and Recreation Strategy' was produced to include the previous application and was considered broadly acceptable providing for good access to the existing woodland surrounding the site. The location of an off-road cycling facility next to the A689 as shown on Figure 4.1 of 'The Composite Recreational Opportunities Plans' is not acceptable as it is likely to attract users in cars that could lead to traffic problems. A preferred location could be in the Hartlepool Borough Council administrative boundary such as the The Close Wood area away from areas of higher wildlife value. All off-road cycling tracks should be carefully controlled as part of any reserved matters application to avoid access into areas of higher wildlife value (areas of replanted ancient woodland).

Sustainable Urban Drainage

Detailed comments on the design of the Sustainable Urban Drainage (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 any 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.

Any SUDs pond for safety reasons would be best situated where natural surveillance can take place and away from children's play areas.

Maintenance

The open space areas including the buffers zones and any SUDs will have be maintained and managed in perpetuity. This may be through Title Transfer to SBC or through a management company or other appropriate organisations as deemed acceptable by the LA if not transferred to the Council. SBC may also consider the title transfer of any land containing a service easement for maintenance purposes if such areas are linked to the wider POS and are in addition to the overall requirements of need for POS as set out in *SPD2*. It is noted that there may be service easements to the north and south of the landscape buffer zone on the southern site boundary.

A condition should be added to any recommendation for approval that requires the reserved matters application to provide long term management proposals for the POS on this site a period of 25 years. 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.

Landscape and visual summary

This site already benefits from an extant permission for business use and as the site has a high capacity to accommodate one form of built development it is considered that it would be able to accommodate this residential development without any significant visual impact. As the application site is surrounded by existing mature woodland on three sides and currently viewed beyond an existing developing business park to the south there are limited viewing opportunities of the site. An acceptable

woodland planting buffer has been provided on the southern site boundary where the housing meets the business park to create a separation between the two uses but this must be indicated on all site plans.

The final form of development which would come forward as part of a reserved matters application should be laid out to retain the existing woodland. In doing so some dwellings may have to be relocated to remove them from root and canopy protection zones and to reduce the potential for loss of residential amenity for future residents from the shading etc. from these trees.

The development proposal should safeguard the route for the future highway links to the A19.

The layout on plan SK-100.23 should be amended to accommodate the required 30m buffer between the proposed houses and the playing pitch, run out zones and provide for a planted buffer between the playing areas and the commercial land to the south.

Flood Risk Management

A flood risk assessment (FRA), dated February 2014, has been prepared by Wardell Armstrong LLP. The FRA concludes the following;

- The development site is located within Flood Zone 1, low probability, and the development type is deemed appropriate.
- The development site is currently undeveloped.
- The risk of flooding to the site from watercourses, overland flows, sewers and groundwater is considered to be low.
- The surface water runoff rate from the site must be restricted to 3.5 l/s/ per hectare.
- The site is underlain by low permeability soils, and as such infiltration drainage techniques will not be appropriate.
- The site is split broadly into two catchments, draining north to Close Beck and south-east into an un-named tributary of Close Beck.
- Surface water runoff will be restricted to greenfield rates for all events up to the 1 in 100 year storm, plus an allowance for climate change.
- A surface water management plan will be drafted as part of the detailed design and must be submitted to the Local Authority for approval.

The development must not increase the risk of surface water run-off from the site or cause any increased flood risk to neighbouring sites. Any increase in surface water generated by the development or existing surface water / groundwater issues on the site must be alleviated by the installation of a suitable drainage system within the site. The Council supports the use of appropriate sustainable drainage systems and further information is provided in the informative section of this memorandum.

Full design details of the surface water management scheme and calculations showing how the drainage system will perform in a 1 year, 30 year and 100 year storm event and again over the same periods with a 30% allowance for climate change. Calculations using the WinDes Software (Micro Drainage) are preferred.

It should be noted that a section of the A689 Eastbound carriageway located within Hartlepool Council's boundary was affected by surface water flooding in November 2012. This flooding issue has been investigated by Hartlepool Borough Council.

Environmental Policy

The broad principles of achieving compliance with Core Strategy Policy 3 (CS3 – Sustainable Living and Climate Change) through carbon reduction measures and incorporation of renewable energy

supply are required. Biomass CHP and solar PV are recommended approaches to meeting 10% embedded renewable energy supply

Environmental Policy has no objections to the proposals subject to a commitment by developer to confirm energy data and the details of renewable energy supply will need to be discharged. Biomass CHP and/or solar PV is proposed so details of energy supply capacity related to demand will be required.

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.

INFORMATIVE SECTION

STREET TREES

The Street Trees should be planted at a maximum of 10m centres and should be of a stock size of 20 - 25cm girth, rootballed stock type. Trees in grass verges should 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.

OPEN SPACE PROVISION

Indicative requirements for open space based on the initial housing mix are described below – PPG 17 Contributions Calculator. This Contributions Calculator is a tool based on the information contained within the Open Space, Recreation and Landscaping SPD2. Final requirements for open space and built facility contributions would need to be agreed with the Case Officer as part of the planning application process.

Number of Bedrooms	Number of Properties
1 bedroom properties	0
2 bedroom properties	0
3 bedroom properties	91
4 bedroom properties	230
5 or more bedroom properties	79
Total Properties	400
Estimated Population	1588

Open Space Type	Provision required (hectares with exception of Play Units)
Parks	On site provision not required - please see standard charge below
Natural greenspace	On site provision not required - please see standard charge below
Sports	For developments of over 1000 people a strategic approach is required to determine if outdoor sports facilities are required on site
Amenity greenspace	2.21
Play	1.05 Units not Ha
Allotments	1.27

CONSTRUCTION OF HIGHWAYS FOR NEW DEVELOPMENTS

The works may 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.

HOSPITAL CAR PARK MANAGEMENT PLAN

Should the proposed hospital come forward it is intended to protect the amenity of the future residents of the housing at Wynyard Park by the introduction of a Car Park Management Plan for the Hospital, the intension of which is to prevent visitor parking within residential streets. This may include the introduction of Traffic Regulation Orders on residential streets.

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.

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 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.

And the following advisory conditions

' 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.

Highways Agency

Offers no objection

National Grid

National Grid wishes to advise that provided that the previous conditions, that require the upgrade of the

Feeder 6 pipeline are maintained to relay the pipeline in heavy wall proximity pipe for the new dual carriageway road we are prepared to remove our Holding Objection.

Northern Gas Networks

No objection

Northumbrian Water Limited

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

Having assessed the proposed development against the context outlined above NWL have the following comments to make:

The Flood Risk Assessment and Drainage Strategy November 2012 states that surface water from the site will go to watercourses. We would support this approach as we would be unable to accept the surface water flows into our sewer system. The FRA also states that foul water flows could be discharged to the existing 300mm diameter sewer in Wynyard Business Park to the south. Through our pre development enquiry process we have provided the developer with a restriction of 50 Litres per second for the foul water to be discharged into manhole 4003.

Given the context outlined above NWL would seek to ensure that at this stage the Flood Risk Assessment and Drainage Strategy November 2012 forms part of the approved documents and is included in the relevant approved documents condition.

Further comments - we would have no additional comments to make.

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 1: 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 Wardell Armstrong of November 2012 and the following mitigation measures detailed within the FRA:

1. Limiting the surface water run-off generated by the northern catchment to 42.16 l/s and the southern catchment to 38.66 l/s so that it will not exceed the run-off from the undeveloped site and not increase the risk of flooding off-site.

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 2: Buffer Zone

No development shall take place until a scheme for the provision and management of a 10 metre wide buffer zone alongside the Close Beck 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)

Reasons

Development that encroaches on watercourses has a potentially severe impact on their ecological value e.g. by reducing the habitat that allows wildlife to continue to thrive in the riparian zone or facilitating increased pollutant loadings because the existing riparian vegetation has gone and cannot intercept pollutants.

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.

Such networks may also help wildlife adapt to climate change and will help restore watercourses to a more natural state as required by the Northumbria River Basin Management plan.

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

Otters

Otter spraint has been found along the Close Beck and the presence of this protected species within the locality must be kept in mind when designing infrastructure and by using species specific construction method statements.

Groundwater and Contaminated Land

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

The only noted previous contaminative use within the development area is demolished farm buildings, which may have been subject to chemical spills from fuel oil, herbicides or pesticides. Site investigation has been carried out in the area surrounding these demolished farm buildings.

This found the underlying glacial deposits to have several layers of clay and sand with no groundwater at shallow depths.

We therefore do not consider this site a priority and 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'.

Advice to applicant

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.

Surface Water

Advice to the 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.

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

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

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
- 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

Further comments - Thank you for your letter regarding the above application, which we received on the 23 October 2013. Having reviewed the information submitted, we have no further comments to make on this application.

Please note our previous conditions we set on:

1. Flood Risk Assessment;
2. The Buffer Zone;

and our advice; which we sent on 18 December 2012 (Ref: NA/2012/108706/01-L01) are still applicable.

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.

All matters with the exception of access are reserved for consideration as part of a further application. This response focuses on the key spatial and housing planning policy issues which relate to the application.

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 was allocated in Saved Policy IN4 of the 1997 Local Plan for „prestige employment“ development. The allocation of 70 ha of employment land in the Wynyard area was also included in the Council’s Core Strategy Policy 4. This reflected the „Key Employment Land“ allocation included in the now revoked Regional Strategy, a document, which at the time of adoption; the Core Strategy had to be in conformity. The adopted development plan therefore identifies this site as employment land and the application is contrary to Saved Policy IN4 and Core Strategy Policy 4.

The application site is outside of the defined limits to development. However, this is not relevant in the context of this particular site, given that the site is both allocated in the adopted development plan for built development and is committed for built development (for five warehouses) through planning consents.

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 the site which is the subject of this application. 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).

Achieving sustainable development and core planning principles

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.

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.

The original supporting planning statement (an additional statement dealing specifically with the proposed revisions has also been submitted) states that „healthy interest has been expressed from house builders in relation to the application site. This demonstrates a current and live interest in a residential development at Wynyard Park“. The application is being promoted partially on the basis that the Council is currently unable to demonstrate a five year supply of deliverable housing sites. 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.

Housing mix and affordable housing

Policy CS8(2) states that a more balanced mix of housing types will be required, in particular 2 and 3 bedroomed bungalows and executive housing as part of housing schemes offering a range of house types.

The proposed 400 dwellings will include a suitable mix of housing comprising 3, 4 and 5-bed properties. However, a different mix may be appropriate for the affordable housing element. The reduction in the number of dwellings from the previous application acknowledges work to determine the capacity of the highway network.

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.

It is understood that the application would deliver an affordable housing requirement at a rate of 15%, in line with the target range of 15 – 20% set out in Core Strategy policy CS8. This is welcomed and is a significant material consideration in support of the application.

It is understood that the applicant will provide a mix of on-site provision and a financial contribution for off-site provision. Policy CS8 includes a mechanism to allow affordable housing provision off site where there is robust evidence that the achievement of mixed communities is better served by

making provision elsewhere". In determining the application you should be satisfied that the justification submitted is robust.

Finally on this issue, it is understood that the applicant has agreed that the mix of affordable housing to be provided will be 30% intermediate and 70% affordable rented tenures. This is consistent with the emerging guidance in Regeneration and Environment LDD Preferred Options Policy H3.

Environmental enhancement and protection

The proposal will need to be assessed in relation to Core Strategy Policy 10 (CS10) - Environmental Protection and Enhancement.

The site is located within a „Special Landscape area (Policy EN7). However, it is accepted that the site does benefit from an application for a significant employment development of five large warehouses. Therefore the principle of built development at the site has been accepted.

The Stockton-on-Tees Landscape Capacity Assessment (July 2011) provides the evidence base to consider the proposal against. This recognises the consent at the site, and the plantation which surrounds the area. The site is located in an area with high landscape capacity (Site SLCA0145 / SLCA0146 – Landscape Capacity Assessment), which means that the area has the ability for the surrounding landscape to accommodate change without significant impact. This housing site would be encircled on three sides by dense woodland planting, which will screen the majority of views in to the site. Views towards the site from the A689 would be further screened by existing business development consents.

The quality of the agricultural land

A 1988 survey of the best and most versatile agricultural land identifies the area as being a mix of grade 3b and grade 3c. This is not classed as the best and most versatile agricultural land (grades 1, 2 and 3a). There is no requirement to consider this site against paragraph 112 of the NPPF. Relationship to the NPPF and 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 an extension to Wynyard village, south of the A689, and the site at Wynyard Park(north of the A689), which is the subject of this application.

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 local centre proposed, comprising around 250sqm retail floor space and local facilities 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 and employees including a new neighbourhood centre at Wynyard Park and other small scale ancillary community facilities.

Policy H1m – Wynyard Park

The application site is identified as Policy H1m on the Policies Map for the Regeneration and Environment Local Development Document Preferred Options. Policy H1m states that 45 ha at Wynyard Park is allocated for up to 1000 dwellings, which will form part of a mixed use development, that will also deliver 70 ha of land for prestige employment uses.

Point 2 of Policy H1m states that development proposals at Wynyard will be expected to provide mid-range family homes in a low-density parkland setting, be subject to a phasing plan, be designed to complement existing and future business investment at Wynyard Park and contribute to the delivery of infrastructure to deliver employment land development at Wynyard Park. The Proposals Map for the Regeneration and Environment LDD Preferred Options identifies the boundary for Policy H1m. The northern half of „Wynyard Two“ is identified as the boundary for Policy H1m.

The justification relating to the emerging policy recognises that the site is already proposed for employment use. However, the document goes on to state that “Concerns have been raised that the scale of employment land development at Wynyard Park will not be realised due to the impact the proposal will have on the A19 junction with the A689. The Council accepts that it is necessary to restructure planning consents at Wynyard Park, in order to maximise the delivery of employment opportunities at the Key Employment Location”.

Whilst Wynyard Park is one of the most attractive employment locations in the Tees Valley, this view was taken as a result of the significant supply of land at the site which is likely to last beyond the plan period. It is understood that the application includes a statement regarding the loss of employment land at the site and this should be considered in accordance with point 7 of Core Strategy Policy 4 and paragraph 22 of the NPPF, which deal with the viability and attractiveness of employment land.

The proposal would result in part of a site currently allocated for employment in a saved Local Plan policy which is also supported for employment use by the adopted Core Strategy Economic Regeneration policy, being committed for housing development. It is also part of a draft Regeneration and Environment LDD housing allocation which is intended to supersede the employment allocation. Approval of the application would leave an area of land in the emerging allocation which is not deliverable for housing in the context of highway capacity. Furthermore the historic employment consent on the site may no longer be implementable or appropriate. The Spatial Planning team will consider the future status of this site through the plan making process.

As previously stated, paragraph 216 of the NPPF states that significant weight could only be given to these policies where there is a limited number of objections to the policies. A number of

objections were received regarding this site and the amount of weight which can be given to the draft allocations is limited.

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.

It is clearly essential that development on this scale is accompanied by adequate provision of services and facilities. This issue needs to be viewed within the context of the Wynyard area as a whole including the administrative areas of both SBC and HBC.

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

- Accessibility improvements including ensuring safe linkages between the north and the south of the A689
- Local centre;
- Amenity space, including a village green;
- A kick-about area
- A playing pitch
- A multi-use games area

The application also allows for the provision of a 2-form entry primary school. This should be viewed in the context of being a contingency „option“. The preferred option is to provide this facility as part of the Wynyard Village development.

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)
- 500 dwellings on land west of Wynyard Village (SBC)

It is noted that the application for 200 dwellings is due at „Wynyard Three“ is due to be considered by a meeting of Hartlepool Borough Council’s Planning Committee meeting on 1st April 2014. This application is a revision to an earlier application for 603 dwellings that was deferred pending the receipt of further information. It is understood that the reduction from 603 to 200 dwellings acknowledges the co-operative cross-boundary working between the two councils on highways capacity.

A new planning application to build a hospital in the Wynyard area has been approved by HBC. SBC has recently granted planning permission for an independent school in the Wynyard area. If the hospital and school projects are delivered then clearly this would be a significant factor in mitigating the lack of current access to facilities. However, it is acknowledged that delivery of the hospital is not certain.

The potential level of health facilities at Wynyard could therefore be on a par with one of the larger settlements in the main urban area. Moreover, the Green Travel Plan associated with a new hospital may be expected to deliver public transport improvements.

It is understood that this application and the Wynyard Village application will be required to co-fund enhanced connections between „Wynyard Two“ and Wynyard Village. These connections in conjunction with the employment opportunities at Wynyard Park will provide a significant sustainability benefit for the Wynyard area. Other sustainability benefits of enhancing the linkage include the following:

- The existing service centre at Wynyard Village will become accessible to Wynyard Park residents by bicycle and foot; and
- The Wynyard Park residents will also have the opportunity to access by sustainable means the school and the doctor’s surgery which the Wynyard Village application provides the opportunity for.

Hartlepool Borough Council objected to the allocation for the application site in the Stockton-on-Tees Regeneration and Environment LDD Preferred Options on the following grounds: -

- It would compete with the “more sustainable proposed allocations” in Hartlepool
- It is a step change away from the executive housing role identified for Wynyard in the TVSHMA

It is acknowledged that there are draft housing allocations both within Stockton and Hartlepool that are located in areas that currently have better provision of services. However, Stockton Council has taken the approach that a positive development strategy should be adopted for the Wynyard area. This approach will address both the sustainability challenges and the economic opportunities presented by Wynyard Village and Wynyard Park.

The extension of the existing Wynyard Village settlement and the re-modelling of Wynyard Park as a mixed development with opportunities for both residential and employment development will, in effect, create a new settlement. Whilst it is accepted that the site cannot be made in to the most sustainable settlement possible, there are possibilities of net economic, social and environmental sustainability gains.

The Council is mindful of the housing aspirations of the other Tees Valley authorities but does not believe that addressing the challenges and opportunities presented by the Wynyard area will conflict with them.

The Council agrees with the view that residential development at Wynyard Park will be a different offer to the executive scheme to the south of the A689. However, it is envisaged that given the strength of the housing brand at Wynyard, these properties will still be aspirational dwellings, which generally be classed in Council Tax band E or F. Whilst they will meet general housing demand they may also provide opportunities for younger people from Wynyard to move on to the property ladder, whilst giving older Wynyard residents a potential opportunity to downsize their property.

Summarising comments

The starting point for consideration of the application is the conflict with 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 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 provision of affordable housing would contribute to reducing the annual net shortfall of affordable housing identified in the TVSHMA 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 and qualitatively enhanced employment provision. It is understood that the community facilities proposed through this application will be secured through appropriate mechanisms. There is an excess level of employment land at Wynyard Park. This development would provide an appropriate means of managing this supply. The Council is concerned that further expansion of logistics development in this location could harm the perception of the Wynyard Park prestige employment site. Enhancing the deliverability of re-located employment land will more than compensate for the reduction in the overall quantity of designated employment land.

Turning to the potential adverse impacts of the proposal, it is contrary to Saved Policy IN4 - Prestige Employment Locations and Core Strategy Policy CS4 - Economic Regeneration. However, as stated above it is considered that the Council's overall vision for Wynyard, as set out in the Regeneration and Environment LDD Preferred Options, and which this proposal is consistent with, is very positive in the context of managing employment land and creating employment opportunities.

To summarise, the proposals do not accord with the development plan in terms of loss of allocated employment land. 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 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

Planning consultation: Outline application for residential development of up to 780 dwellings, a retirement village for up to 220 dwellings with security point, ancillary retail facilities, access, infrastructure, open space and landscaping (all matters reserved except access)

Location: Land To The North Of Lion Court, North Of The A689, Wynyard Park

Thank you for your consultation on the above dated 28 November 2012 which was received by Natural England on the same day.

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 does not object to the proposed development.

Green Infrastructure

Natural England is concerned that the principles for GI provision as set out in the 'Stockton-on-Tees Green Infrastructure Strategy' should be taken into account when making decisions relating to design and layout of greenspaces in the development. The 'Stockton-on-Tees Green Infrastructure Strategy' is a material consideration when determining this planning application and your authority must carefully consider our advice before determining this application. In order for this application to meet the requirements of the GI strategy, the following benefits should be delivered through this development:

The 'Billingham Beck Valley to Wynyard' Primary Corridor' passes around 500m to the south of the site and should be taken into consideration in order to enhance connectivity of GI on a local scale.

Bats On the basis of the information available to us, our advice is that the proposed development is likely to affect bats through disturbance of European Protected Species (EPS). We are satisfied however that the proposed mitigation would maintain the population identified in the survey report. Bats are a European Protected Species. A licence is required in order to carry out any works that involve certain activities such as capturing the animals, disturbance, or damaging or destroying their resting or breeding places. Note that damage or destruction of a breeding site or resting place is an absolute offence and unless the offences can be avoided through avoidance (e.g. by timing the works appropriately), it should be licensed. In the first instance it is for the developer to decide whether a species licence will be needed. The developer may need to engage specialist advice in making this decision. A licence may be needed to carry out mitigation work as well as for impacts directly connected with a development. Natural England's view on this application relates to this application only and does not represent confirmation that a species licence (should one be sought) will be issued. It is for the developer to decide, in conjunction with their ecological consultant, whether a species licence is needed. It is for the local planning authority to consider whether the permission would offend against Article 12(1) of the Habitats Directive, and if so, whether the application would be likely to receive a licence. This should be based on the advice we have provided on likely impacts on favourable conservation status and Natural England's guidance on how we apply the 3 tests (no alternative solutions, imperative reasons of overriding public interest and maintenance of favourable conservation status) when considering licence applications.

Great Crested Newts and Otter It is noted that a survey for European Protected Species has been undertaken in support of this proposal. On the basis of the information available to us, our advice is that the proposed development would be unlikely to affect either European Protected Species.

Domestic species

We have adopted national standing advice for protected species. As standing advice, it is a material consideration in the determination of the proposed development in this application in the same way as any individual response received from Natural England following consultation and should therefore be fully considered before a formal decision on the planning application is made. The protected species survey has identified that species protected by domestic legislation may be affected by this application.

We have not assessed the survey for badgers, breeding birds, water voles, or widespread reptiles. These are all species protected by domestic legislation and you should use our standing advice to assess the impact on these species.

For future applications, or if further survey information is supplied, please refer to our standing advice to decide if there is a 'reasonable likelihood' of protected species being present and whether survey and mitigation requirements have been met.

Biodiversity Enhancements

This proposal presents the opportunity to incorporate features into the design which are beneficial to wildlife such as the incorporation of roosting opportunities for bats, the installation of bird nest boxes or the use of native species in the landscape planting. We recommend that should the Council be minded to grant planning permission, measures to enhance the biodiversity of the site are secured from the applicant. This is in accordance with Section 40 of the Natural Environment and Rural Communities Act (2006) which states that 'Every public authority must, in exercising its functions, have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity'. Section 40(3) also states that 'conserving biodiversity includes, in relation to a living organism or type of habitat, restoring or enhancing a population or habitat'. Biodiversity 2020: A strategy for England's wildlife and ecosystem services and Making Space for Nature (2010) also provide strong drivers for the inclusion of biodiversity enhancements through the planning process.

Landscape

This proposal does not appear to be either located within, or within the setting of, any nationally designated landscape. All proposals however should complement and where possible enhance local distinctiveness and be guided by your Authority's landscape character assessment where available, and the policies protecting landscape character in your local plan or development framework.

Stockton Police Station - David Sanders

If this application is to progress I would suggest that Secured by Design principals are adhered to, these principals assist in creating a safe and secure environment which is the prime objective of the Secured by Design requirements and recommendations. To achieve this objective, equal weight should be given to both environmental design and physical security. Local conditions will influence to some degree the measures to be adopted.

Tees Archaeology

The applicant has provided an Archaeology and Cultural Heritage Assessment as part of their submission. The assessment has been carried out appropriately and with reference to the correct planning policies.

I can confirm that the applicant has provided a reasonable summary of the archaeological potential of the area which is low. The area has been subject to extensive archaeological trial trenching with limited results in 2009.

Heritage assets of local interest including the estate farm at Woodside and associated ridge and furrow were previously recorded in 1999.

Based on the results of these archaeological assessments I have no objections to the proposal and have no further comments to make.

Further comments: My earlier comments remain valid and I would be grateful if you would accept them for the current revision.

The Ramblers Association

We note that there are no public rights of way in the area and the recreational facilities to be provided by the developer are woefully inadequate for a possible site population of 3000 of all ages.

This development, together with the many other residential developments under consideration or for which consents have already been given by Hartlepool and Stockton Councils at Wynyard

alongside the A689, lies in an area, bereft of public transport, and of public paths and open spaces for healthy recreation as advised by the government's medical officer and endorsed by the Council. Many will have to use cars to get anyway near a public right of way to go walking or riding in the countryside; there are no links to the prowl network from the site.

In order to meet the council's and governments health targets it is essential that a rights of way be created with safe links to the existing network to enable residents of all the new developments, from the very fit to those who impaired mobility, to get out for healthy exercise.

We ask that the council to seek planning obligations for the provision of such ways - pedestrian and cycle - as a matter of urgency either by planning obligations or by creation by order.

Further comments:-

We have seen this application as Stockton application 12/2784/OUT:

"Outline application for residential development of up to 780 dwellings, a retirement village for up to 220 dwellings with security point, ancillary retail facilities, access infrastructure, open space and landscaping (all matters reserved except access). Land to the North of Lion Court, North of the A689, Wynyard Park.

We would re-emphasise the point made in our reply to Stockton (see below) about lack of recreational facilities, particularly the lack of access to the public rights of way networks in Hartlepool, Stockton and Durham for quiet, healthy recreation.

We estimate from the applications seen so far from Hartlepool and Stockton that if granted over 1800 dwellings will be built north of the A689 with more to come. The provision of a school clearly expects youngsters to be part of the population.

There is no easy access to the Castle Eden walkway except by using the verges of the busy A689; and if occupiers were to cross the busy A689 the only available route is BW Grindon 13 to the east, which isn't linked to any other PROW. The rest of the Wynyard Estate south of the A689 is effectively no man's land for the public.

Private Sector Housing - Mr Dave Dawson

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

Head of Housing

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

In line with Core Strategy Policy CS8 Housing Services is seeking affordable housing within a target range of 15 – 20% on this development

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 that the developer has suggested provision of 15% of units for affordable housing, this proposal is acceptable. Based on the residential market site scheme of 400 units, 15% affordable housing would equate to 60 units.

The Housing Service is prepared to accept the proposed split of on/off site affordable housing delivery with a minimum 25 affordable units to be provided on site with the remaining units by way of off-site provision. The off-site affordable housing provision can be made by either deliver off-site or a contribution based on the Councils method of calculation. The delivery schedule (for both on and off site affordable housing) should be as follows: no more than 50% of the open market housing to be delivered prior to the handover of 50% of the affordable dwellings and no more than 85% of open market housing to be delivered prior to the handover of 100% of the affordable housing.

The mix of affordable housing currently required to be provided is 30% intermediate and 70% rented tenures, and based on the SHMA 2012 a high priority will be accorded to the delivery of smaller 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 target would make the development economically unviable or that the resultant tenure mix would be detrimental to the achievement of sustainable, mixed communities.

A worked example based on 60 affordable units: -

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

Proportion	No. of units	Tenure
70%	42 units	Rent
30%	18 units	Intermediate Tenure
100%	60 units	Total

Bed Size: Using borough wide figures from the SHMA 2012

Size	Proportion	No. of units
1 or 2 bed	91%	55 units
3 bed	9%	5 units
Total	100%	60 units

Tenure for the above would then be split as follows:

No. of units	Size	Tenure
55 Units	1 or 2 bed	39 x Rented
		16 x Intermediate Tenure
	5 Units 3 bed	3 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.

A worked example based on 25 affordable units to be delivered on site: -

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

Proportion	No. of units	Tenure
70%	18 units	Rent
30%	7 units	Intermediate Tenure

100% 25 units Total

Bed Size: Using borough wide figures from the SHMA 2012

Size	Proportion	No. of units
1 or 2 bed	91%	23 units
3 bed	9%	2 units
Total	100%	25 units

Tenure for the above would then be split as follows:

No. of units	Size	Tenure
23 Units	1 or 2 bed	16 x Rented
7 x Intermediate		Tenure
2 Units	3 bed	1 x Rented
1 x Intermediate		Tenure

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

Durham County Council

Thank you for the opportunity to comment on the above application. Please find below the comments and observations of Durham County Council.

I will address the following issues:

- Sustainability of the site
- Employment Land
- Highways
- Older Persons housing

Sustainability of the site

The site is currently detached from any settlement, the two nearest settlements are Wynyard Village and Wolviston, neither of which have sufficient facilities to support a development of this size. This therefore raises concerns with regards to the sites sustainability. In addition there are clear infrastructure requirements as a result of this proposal. The application proposes a small local centre comprising 236 sqm of retail floorspace, however limited other facilities to support this extensive housing scheme. It is acknowledged that outside of this application, and as part of the overall masterplan for Wynyard Park, the applicants have stated that further facilities including a primary school, neighbourhood centre/village hall and hotel pub restaurant are proposed. In addition the masterplan identifies a total of 1,580 new houses (inclusive) and 335,000 of prestige business space, 90,000 sqm of B1 and B8 floorspace and also a new hospital. It is stated that this will be submitted within a separate application on land within the Borough of Hartlepool.

It is considered essential that these facilities are developed out alongside the housing in order to provide a sustainable form of development. Without these facilities, the application is a large housing development detached from any settlement which would be an unsustainable form of development and at odds with the NPPF which places significant emphasis on the need to achieve sustainable development.

Employment Land

The application site was identified as employment land within the RSS, clearly the development of the site for housing would be at odds with this approach. It is acknowledged that the RSS does not provide the most up to date policy advice and the overall masterplan re-provides employment land elsewhere, it is however questionable as to whether this is the right strategy and indeed the right location for this employment land. The RSS recognised the application site for employment land on account of its proximity and to the A19. This would appear to provide the more logical site for employment land with a more realistic chance of being taken up for employment purposes than the area of land identified in the master plan. There are concerns that the proposed development would further reduce the chance of the employment premises ever being fully developed in this location.

Highways

I have taken the views of a DCC transport engineer on the Highways aspect of the proposal. It is concluded that there would be substantial reduction in trips from both developments and therefore the impact on the surrounding highway network would be less than that of the existing extant permissions. No concerns are therefore raised with regards to Highways.

Older Persons Housing

While we welcome the need to provide older person's housing through the proposed Extra Care housing, there is concern over the sites isolation of the location in relation to the needs and preferences of older people. This relates to residents accessing the facilities and services require.

Durham Tees Valley Airport

No Objection

Teesmouth Bird Club

TBC OBJECTS TO THIS APPLICATION for the following reasons:

- (ii) The impact of the loss of agricultural land on locally, regionally and nationally declining breeding farmland species, such as Grey Partridge, Skylark, Lapwing and Tree Sparrow, which depend on such habitat.
- (ii) The loss of vital winter feeding areas for birds through the destruction of arable land and hedgerows.
- (iii) The adverse impacts on the diverse range of important bird species breeding at Wynyard, including 11 Red List, 13 Amber List and 7 UKITees Valley SAP species.
- (iv) The removal of areas of mature deciduous and coniferous woodland and the consequent adverse impacts on woodland birds.
- (v) Inadequate mitigation for the loss of farmland habitat and their associated birds.
- (vi) Contravention of National and Local Planning Policies.

This Application involves a huge development on a green field site that contains a mosaic of wildlife habitats, including former arable farmland, woodland, hedgerows, copses, hedgerow trees and ponds and wetland areas. The proposed mitigation will not compensate for the loss of farmland habitat.

Local and National Planning Policies

'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".

"The policy addresses the duty to have regard to the conservation of biodiversity, which

was introduced by the Natural Environment and Rural Communities Act and came into force on 1 October 2006."

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. "

We consider that this development contravenes these policies.

Loss of Farmland Habitat - Effects on Farmland Birds

This development will involve a fundamental change in habitat from agricultural land to a largely built environment and TBC considers that the Environmental Statement understates the adverse impacts of this change, although it does acknowledge that the area to be developed holds 109 territories of 32 species and an additional 13 "foraging species"~ Of these, it is predicted that 35 territories of 16 species will be lost, 10 being of conservation concern, including a significant 5 pairs of Lapwing, 3 pairs of Grey Partridge, 5 pairs of Skylark, 1 pair of Wheatear (the only pair in Cleveland in 2012) and a pair of Linnets. The ES concludes that the area is of 'Parish' importance, yet the ecologists' breeding bird survey revealed several species that are rare in the Cleveland sub-region and TBC considers to be erratic or extinct as breeding birds, ie. WHEATEAR111 9% Only 2 or 3 possible breeding pairs in Cleveland in 2012. Wynyard is a rare site.

Now probably extinct as a breeding species in Cleveland.

COMMON BUZZARD 100%

The Wynyard area is of County importance for these species, along with Goshawk, which was not recorded during the EIA surveys, probably due to the lateness of the season Goshawks in Cleveland mainly display between late March and mid-April). As with previous Applications for this site, we continue to be concerned over ecologists' misconception that farmland birds displaced by the destruction of habitat in development areas will merely colonise adjacent sites. Such habitats are already at capacity and have established maximum populations of breeding birds. In Table 4 of E3 Ecology's Breeding Bird Survey, it is highly unlikely that Redstart, Wood Warbler and Corn Bunting remain in the Wynyard area, as TBC's detailed records over recent years suggest that these are now extinct as breeding species in Cleveland. Wood Warblers are occasionally recorded in spring but these are singing passage birds and do not linger.

Indeed, one of the most alarming trends over the past 40 years has been the continuing dramatic national decline in farmland species across UK in general and the Cleveland region in particular.

For example, the following figures from 'The State of the UK's Birds 2011' and British Trust for Ornithology's recent 'The Breeding Bird Survey 2011' underline these declines:

SPECIES % CHANGE 1970-2009 % CHANGE 1995-2009 % CHANGE 1995-2010

Grey Partridge -91% -54% -55%

Curlew -60% -41% -44%

Skylark. -55% -15% -20%

Tree Sparrow Recovering but for every Tree Sparrow we see today there were 20 in the 1970s

Linnet -56% -23% -21%

Yellowhammer -56% 17% -15%

'The State of the UK's Birds' includes a report on the UK wild bird indicator and states, alarmingly, that the farmland and woodland indicators both fell to their lowest ever levels, at 51.3% and 75.9% respectively of their 1970 starting values. There is a nationwide shortage of farmland providing suitable nesting and feeding sites in the breeding season, as well as seeds for over-winter survival (such as from retained stubble). This shortage is one of the reasons why there have been such alarming declines in Red and Amber Listed farmland species monitored by the BTO. Displaced birds from the Wynyard development will not survive and the continued loss of farmland to development at Wynyard is of serious concern, particularly in view of the cumulative impact as more of the area is developed. Neglected farmland and pasture regarded as being of low ornithological value often form 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.

(Hi) Loss of Woodland Habitat - Effect on Raptors and Scarce Passerines

In our previous responses TBC has stressed the significance of Wynyard for raptors, notably Common Buzzard and Goshawk. The former almost certainly breeds at Wynyard and juveniles have been seen over the woods in summer and autumn. Goshawk has been recorded at Wynyard since 1990 and observed displaying in the early spring during recent breeding seasons, including 2012. The coniferous woodlands, although non-native, are significant for holding scarce raptors that

depend on them for their survival and any proposal to remove significant swathes will have an adverse impact on these species through destruction of nesting sites and disturbance,

(iv) 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.

(v) Mitigation and Compensation

The proposed mitigation will not compensate for the loss of large swathes of agricultural land and woodland. The compensatory habitat under the landscape master plan will be more fragmented and unattractive to the farmland species the development has displaced.

We hope you will find our comments useful.

Adult Strategy

Whilst the principle of offering accommodation that potentially allows people to downsize in a supportive environment is generally supported by Adult Social Care, my response makes reference to social care support, specifically Section 162 of the national Planning Policy Framework (2012), which states:

Infrastructure

Local planning authorities should work with other authorities and providers to: assess the quality and capacity of infrastructure for transport, water supply, wastewater and its treatment, energy (including heat), telecommunications, utilities, waste, health, social care, education, flood risk and coastal change management, and its ability to meet forecast demands.

Whereas the initial impact of inward migration of older people will have a more immediate impact on primary care services, the medium and longer term impact is likely to be on local social care services, as the proposed scheme does not appear to be aimed at addressing social housing needs. The potential impact on Council resources of an increased number of people who are able to fund their own social care initially, but whose financial circumstances change, also needs to be considered.

Having spoken to Lynda Stephenson, of Nathaniel Lichfield and Partners, the plan for the retirement village, incorporating extra care, is on a much larger scale than we would consider. Although detailed plans for the retirement village are still to be developed, it appears that it is expected that the majority of units will be available for purchase, rather than for affordable rent.

In summary, adult social care would support the development of extra care housing that addressed social housing needs and where eligibility for tenancies is linked to social care need.

PUBLICITY

23. It should be noted that the applicant has undertaken consultation in accordance with the adopted Statement of Community Involvement which involved leaflet drops to 1200 residents and 60 businesses and a public exhibition held at Wynyard Park House.

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

25. 6 letters of objection from residents were received from the following addresses

15 Amerston Close Wynyard; 2 Eshton Wynyard; 3 The Wynd Wynyard; Whinney Moor Cottage, Coal lane and 54 The Wynd.

26. The main concerns can be summarised as:

- *The area cannot sustain a development of this size;
- *The road management plan proposed is ineffectual and impractical;
- * The road traffic issues are immense at present and will be exacerbated by this development;
- *The mitigation measures are ineffective and inappropriate;
- *The impact of noise, traffic congestion, residential amenity and general disturbance to present residents makes this application untenable;
- * 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;
- *Locate housing development in the urban core of Stockton and the adjoining urban area is the most sustainable option;
- *There are more sustainable sites available within the borough than those at Wynyard;
- *Wynyard Park is classed as Key Employment Land within the RSS;
- *Wynyard Park is a driver for economic growth and employment, it performs a unique role within the borough and the sub regions employment land portfolio;
- *The area would lose its exclusivity if general market housing is to become available;
- *How is the road (the A689) to be safely crossed by pedestrian or cyclists between the two Wynyard Villages;
- *Cause flooding on the A689;
- * creation of litter;
- * Devaluation of property;
- * loss of open space;
- * loss of privacy;
- * Noise;
- * smell/fumes;
- * visual impact;
- *Private woodland owners have licences for shotguns to use in the area and danger to trespasses;
- *Anti-social behaviour;

27. Three letters of support were recovered from the following businesses; Hertel Technical Services Limited; Evolution Business And Tax Advisors and Dodds Brown, 12/14 Albert Road Middlesbrough which in summary state:

The proposal will benefit the area and wider region from positive economic impacts and help attract a skilled workforce and investment in the area and provide an opportunity for employees to live nearer their place of work and help improve security at the Business park.

Mrs Beryl Bird on behalf of Tees Valley Local Access Forum Parks & Countryside Team, Hartlepool Borough Council made the following comment:-

The volunteers who together make up the Tees Valley Local Access Forum would like to request the Countryside Access Teams in both Hartlepool and Stockton on Tees Borough Councils manage the access to Elwick 22 and a cycleway/pedestrian access to the A689 and the Castle Eden walkway to the west. We understand the ownership of this access land is with the developer. How is the road (the A689) to be safely crossed by pedestrian or cyclists between the two Wynyard villages - a bridge?

40. Additional comments have been received on the revised application from 15 Amerston Close, Wynyard and 54 The Wynd objecting on the following grounds:-

- close proximity
- creation of litter
- Devaluation of property
- development not suitable for area
- general/other
- loss of open space
- loss of privacy
- means of access
- Noise
- over development of site
- Residential Amenity
- scale/size of development
- smell/fumes
- Traffic or Highways
- visual impact
- anti-social behaviour/crime
- Health concerns
- Loss of Light
- terracing effect

PLANNING POLICY

41. 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

42. 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

43. 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 Yarm as a historic town and a destination for more specialist shopping needs will be protected.
4. The completion of neighbourhood regeneration projects at Mandale, Hardwick and Parkfield will be supported, and work undertaken to identify further areas in need of housing market restructuring within and on the fringes of the Core Area.
5. In catering for rural housing needs, priority will be given to the provision of affordable housing in sustainable locations, to meet identified need. This will be provided through a rural exception site policy.
6. A range of employment sites will be provided throughout the Borough, both to support existing industries and to encourage new enterprises. Development will be concentrated in the conurbation, with emphasis on completing the development of existing industrial estates. The main exception to this will be safeguarding of land at Seal Sands and Billingham for expansion of chemical processing industries. Initiatives which support the rural economy and rural diversification will also be encouraged.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Core Strategy Policy 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 IN4

On the following sites business uses will be permitted where development incorporates a high standard of design in the layout and detailing of buildings and highways, and includes substantial landscaping:

(b.) Wynyard Estate 72HA

Saved Policy EN7

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

(c.) Wynyard Park

Saved Policy EN38

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

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 development at a scale to be agreed by negotiation.

MATERIAL PLANNING CONSIDERATIONS

44. 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, the impact on the privacy and amenity of neighbouring residents, the impact on the highway network and highway safety, flood risk, ecology and nature conservation, health and safety requirements and other material planning considerations.

45. The application site was allocated in Saved Policy IN4 of the 1997 Local Plan for „prestige employment“ development. The allocation of 70 ha of employment land in the Wynyard area was also included in the Council's Core Strategy Policy 4. This reflected the „Key Employment Land“ allocation included in the now revoked Regional Strategy, a document, which at the time of adoption; the Core Strategy had to be in conformity. The adopted development plan therefore identifies this site as employment land and the application is contrary to Saved Policy IN4 and Core Strategy Policy 4 and residential development would normally be resisted unless material considerations indicated otherwise

46. The application site is identified as Policy H1m on the Policies Map for the Regeneration and Environment Local Development Document Preferred Options. Policy H1m states that 45 ha at Wynyard Park is allocated for up to 1000 dwellings, which will form part of a mixed use development, that will also deliver 70 ha of land for prestige employment uses.

47. Whilst Wynyard Park is one of the most attractive employment locations in the Tees Valley, it is considered that as a result of the significant supply of land at the site this is likely to last beyond the plan period.

48. The application site is outside of the defined limits to development. However, this is not relevant in the context of this particular site, given that the site is both allocated in the adopted development plan for built development and is committed for built development (for five warehouses) through planning consents.

49. 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).

50. 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.

51. 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).

52. 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.

53. 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 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.

54. 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.

55. 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.

56. 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 an element of affordable housing. It is considered that the delivery of 25 on-site affordable, suitably phased to allow public transport infrastructure and increased nearby employment opportunities to come forward, will effectively contribute towards a balanced and sustainable housing stock at this location.

57. 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 including changing facilities and sports pitch and other open space.

58. Core Strategy 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 school should it be required and have agreed to contributions to fund off-site highway works and provide additional infrastructure to support sustainable links from the development to local facilities. Furthermore the applicant will agree to a Local Labour Agreement.

Landscape and Visual Impact

59. The Council's Landscape Architect has assessed the proposal and concludes that the site already benefits from an extant permission for business use and as the site has a high capacity to accommodate one form of built development it is considered that it would be able to accommodate this residential development without any significant visual impact. As the application site is surrounded by existing mature woodland on three sides and currently viewed beyond an existing developing business park to the south there are limited viewing opportunities of the site. An acceptable woodland planting buffer has been provided on the southern site boundary where the housing meets the business park to create a separation between the two uses.

The Impact upon the Privacy and Amenity of Neighbouring Residents.

60. The location of the development is sufficiently separated from existing dwellings and businesses 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.

61. 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.

62. 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

63. The application is accompanied by a Phase 1 Habitat survey which confirms that the development area comprises the site is an area of former farmland bisected by species poor, unmanaged hedges. Close Wood, which bounds the northern and western development boundary, is a Local Wildlife Site (LWS) designated for its re-planted ancient woodland which supports a moderately diverse ground flora and mature broadleaved trees. A number of mitigation measures have been provided to reduce, wherever possible, the impacts associated with the development. These include; buffer zones along the boundary of the woodland; retention of trees wherever possible; wildlife friendly planting and drainage systems; checking wildlife surveys; and bat and bird boxes.

64. In order to ensure that an overall enhancement for biodiversity will be achieved, in line with NPPF, a Conservation and Habitat Management Plan is required as part of the S106.

Other Issues

65. 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.

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

67. 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.

68. In respect of archaeology, the applicant has provided an Archaeology and Cultural Heritage Assessment as part of their submission. The assessment has been carried out appropriately and with reference to the correct planning policies. It is considered that the archaeological potential of the area is low. The area has been subject to extensive archaeological trial trenching with limited results in 2009. Based on the results of these archaeological assessments Tees Archaeology have no objections to the proposal.

69. 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 percent of their energy from renewable energy sources. This is secured by planning conditions.

70. 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'.

71. The NPPF defines the best and most versatile agricultural land as being Grades 1, 2 and 3a. The majority of the application site is in agricultural use on land which is classified as grade 3b and will not therefore lead to the loss of land of the highest agricultural quality. 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.

72. The development proposal includes an element of retail uses. The applicant seeks to construct a small-scale retail local centre. 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.

73. 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

74. 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.

75. 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. Traffic impacts would be generated gradually over a long period. The proposed mitigation would generate benefits when compared to a 'do nothing' future scenario.

76. 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. In this instance special consideration should be given to the extant commercial consent at Wynyard Park which does not have any further significant attributable highway mitigation proposals.

The highway mitigation proposals are set out in the Heads of Terms

77. 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.

78. 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.

79. 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.

80. 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.

81. 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.

82. 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

83. 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 allocated for employment use 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.

84. 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 health and safety.

85. 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.

86. 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