

DELEGATED

**AGENDA NO
20 AUGUST 2014
REPORT OF CORPORATE DIRECTOR,
DEVELOPMENT AND NEIGHBOURHOOD
SERVICES**

14/1396/OUT

**Land East Of Jasper Grove, Morrison Street, Stillington
Outline Application for erection of up to 54 houses with formation of access**

Expiry Date: 2 September 2014

SUMMARY

Outline planning permission is sought for a residential development on an existing paddock area in Stillington. The application seeks only the principle of development with all matters reserved for later consideration (Layout, Scale, Access, Landscaping and Appearance).

The site lies outside of the defined limits of development where housing would not normally be supported however, the council is unable to demonstrate a deliverable 5 year housing supply and in accordance with the National Planning Policy Framework, the councils own housing policies within the Local Development Plan are unable to be afforded weight. The principle of development on this site is acceptable on this basis.

The village is classed as a sustainable village as detailed within the councils villages study whilst there is a need for rural affordable houses. The scheme would accord with the principles of these requirements, although it is of a scale which is beyond what would normally be considered as infill village development. Notwithstanding this, the development is supported and will be able to support the housing requirements of the surrounding smaller, unsustainable settlements such as Whitton and Thorpe Thewles.

The site is accessed off Jasper Grove which is a relatively modern estate within Stillington and would develop an existing paddock which has existing dwellings along one boundary, a landscape buffer to two boundaries and the main street through Stillington to the other. The site has some constraints, however, taking into account all comments received, it is considered that the scheme would not have a significant detrimental impact on traffic in the area and that the access could reasonably be constructed to appropriate standards. The indicative layout is however not acceptable, although it is considered that a residential development of this sort of scale could be achieved on site. The description of the proposal has been amended to indicate that the development would be for up to 54 houses.

There is no ecology, archaeology, flood risk or landscaping issues associated with the site which would prevent such a development being acceptable whilst properties should be able to be laid out to prevent undue impacts on the privacy and amenity associated with existing properties adjacent to the site. The development would retain the existing landscape buffer to the site which is a significant feature and which will screen the development from the open countryside to the south and east.

The layout plan indicated that a drop off lay-by on Morrison Street, opposite the school could be provided as part of the scheme, however, the Head of Technical Services considers that this could

result in increasing risk to highway safety due to u turns and other such manoeuvres taking place along the main street through the village and as such, this should not form part of the future reserved matters submissions.

The permission is required to contribute towards the provision of affordable housing, education places, off site public open space / recreation as well as a traffic calming feature for the entrance into the village. These form part of the Section 106 Agreement and Conditions recommended.

Objections have been received from residents which revolve mainly round the impacts of additional traffic, the amount of development and the unsustainable nature of Stillington.

In view of all matters considered, although contrary to Local Plan housing policies, these are considered to be not up to date and can therefore be given no weight in making the decision. The scheme is considered to be able to be undertaken whilst being in accordance with all other relevant development plan policies.

RECOMMENDATION

That planning application 14/1396/OUT be approved subject to the following conditions and informatives and subject to the applicant entering into a Section 106 Agreement before the 2nd September 2014 in accordance with the Heads of Terms below. Should the S106 Agreement not be signed before the 2nd September 2014 then the application be refused for reasons relating to the lack of provisions to meet the requirements of the scheme relative to the provisions within the Heads of Terms.

01 Approved Plans

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

<i>Plan Reference Number</i>	<i>Date on Plan</i>
168-002	27 May 2014

Reason: To define the consent.

02. Reserved Matters - Details

Approval of the details of the Access, Appearance, Landscaping, Layout and Scale of the development known as the 'Reserved Matters' shall be obtained in writing from the Local Planning Authority before the development is commenced. The development shall be carried out in accordance with the approved plans

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

03. Reserved Matters - Time Period for submission of Reserved Matters

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

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

04. Period for Commencement of Development

The development hereby permitted shall be begun either before the expiration of four 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.

05. Possible contamination from an old landfill site

No development hereby approved shall be commenced on site until the site is investigated and reported to determine the nature and extent of landfill gas. The site investigation and risk assessment report shall be carried out in accordance with Guidance on Evaluation of Development proposals on sites where methane and carbon dioxide are present [NHBC March 2007] and CIRIA document C659. The findings of the report shall be submitted to the Local Planning Authority and no development shall commence on site until any necessary mitigation has been undertaken to the written satisfaction of the Local Planning Authority.

Reason: To prevent undue risk as the proposed development is situated within 250m of an old landfill site which is known to be a historical iron works.

06. Levels

The development hereby approved shall be built in accordance with a scheme of finished floor levels which has been submitted to and approved in writing by the Local Planning Authority prior to the development commencing on site. The scheme shall detail existing land level and levels of nearby properties as necessary as well as the finished floor levels of the proposed properties.

Reason: In order to prevent undue impact on residential properties and to ensure

07. Construction Management Plan

The construction works associated with the development hereby approved shall be undertaken in accordance with a Construction Management Plan which has first been submitted to and approved in writing by the Local Planning Authority. The Construction Management Plan shall include, but not be restricted to;

- Access proposals (including HGV routes) and HGV trip profile;*
- Details of staff parking proposals during construction;*
- Hours of construction; and*
- Appropriate mitigation measures.*

The development shall be undertaken in accordance with the Construction Management Plan.

Reason: In order to limit the impacts of construction operations where possible in accordance with the guidance within the National Planning Policy Framework.

08. Renewables or Fabric First

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.

09. Code 4 Construction

The dwellings hereby approved 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.

10. Affordable Housing

A total of 15% - 20% of housing provision within the site shall be affordable in accordance with details which have been first submitted to and approved in writing by the Local Planning Authority. The details shall include but not be restricted to including the precise units to be affordable, the nature of tenure and mechanism for delivery.

Reason: In accordance with the requirements of Core Strategy Development Plan Policy CS8 (5).

11. Drainage

The development hereby approved shall be carried out in accordance with the submitted Flood Risk Assessment (FRA) MD0838/rep/001 Rev B and the associated mitigation measures.

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 reduce the risk of flooding from the site in accordance with the principles of Core Strategy Development Plan Policy CS10 and the National Planning Policy Framework.

12. Construction Working Hours

No construction activity or deliveries shall take place except between the hours of 0800 and 1800 on Monday to Friday and 0900 and 1300 on Saturdays. There shall be no construction activity on Sundays or Bank Holidays.

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

Informative 1: National Planning Policy Framework

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

Informative 2: Layout of Development

The indicative layout plan is considered to be unacceptable in terms of its impacts on and impacts from the adjacent landscape belt and as such would not be acceptable if submitted at reserved matters stage unless adequate justification can be made which prevents houses and gardens from being significantly shaded by landscaping and which prevent tree canopies and root structures from being unduly affected both now and taking into account future growth. Any detailed layout design needs to take this matter into account.

Informative 3: Contact Northern Gas Networks

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

Sandra Collett
Network Records Assistant
0845 6340508 (option 6)

Informative 4 – Welcome Packs – Sustainability

It is recommended that the developer provides welcome packs for new occupants which should provide details of sustainable travel options (bus timetables / cycle route map) to encourage sustainable travel behaviour amongst residents from the outset of the development.

HEADS OF TERMS

Precautionary Education Contribution to provide primary/secondary school places should they be required at the appropriate time.

Highways Contribution of £6,000 for traffic calming works on Morrison Street.

Open Space Contribution of £90,138 to be spent in respect of open space, recreation and landscaping within the local area.

BACKGROUND

1. There is no recent planning history relevant to this site.

SITE AND SURROUNDINGS

2. The site is located to the east of Jasper Grove and south of Morrison Street in the eastern part of Stillington, which itself is a village within the north western part of the borough. The William Cassidi School is located on the opposing side of Morrison Street, a landscape buffer and arable land lies to the south and existing housing lies to the western boundary.
3. Vehicular access to the site is via Jasper Grove between Number 7 and 11 (an existing modern residential estate).
4. The site has the appearance of a paddock with a few animals grazing on it is roughly rectangular in shape and extends to 1.74 Ha or thereabouts, set at a slightly lower level to Morrison Street.

PROPOSAL

5. Planning permission is sought for the erection of 54 houses on the site with all matters of Access, Landscaping, Scale, Layout and Appearance of the development to be dealt with by Reserved Matters applications should permission be granted. The indicative plans detail an access off Jasper Grove into the site, and the properties laid out within a series of cul de sacs. Buffer planting exists to two boundaries which is out-with the application site but within land owned by the applicant.
6. The following reports have been submitted as part of the outline planning application;
Supporting Planning Statement
Topographical Survey;
Design and Access Statement
Planning Application Forms;

Draft Heads of Terms for Section 106 Agreement
Site Location Plan
Indicative Masterplan;
Utilities assessment and flood risk;

The illustrative layout indicates a mix of house types as follows:-

2 bedroom semi-detached, 2 No.

3 bed semi-detached, detached, 37 No.

4 Bed detached houses, 15 No.

7. The Applicant is also proposing that of the dwellings to be delivered on the site 20% shall be affordable in accordance with Policy CS5 (Housing Mix and Affordable Housing) of the Core Strategy. The illustrative proposals demonstrate the provision of 20% affordable housing on site.
8. A draft Heads of Terms for a Section 106 document was put forward as part of the submission which would provide for a contribution for off-site open space towards a MUGA (Multi Use Games Area) at Mount Pleasant in Stillington and also the delivery of on-site affordable housing.

CONSULTATIONS

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

SBC - Head of Technical Services

The Head of Technical Services has no objection to the development subject to the comments below.

Access

The access into the proposed development would be located on Jasper Grove which connects to Morrison Street to the west of William Cassidi Church of England Primary School. It is proposed as a part of the development to extend the existing footway link, along the southern side of Morrison Street, and to provide a school drop off / lay-by.

The provision of a lay-by opposite the school could result in pedestrians crossing the road at unmarked locations and vehicles double parking or carrying out a 'u' turn manoeuvre which would have an impact on highway safety at this location. It is therefore considered that in lieu of the school drop of lay-by it would be more appropriate to seek an s106 contribution (£6k) towards the implementation of a school zone / advisory 20mph outside the school.

Development Layout

The application is in outline only. The proposed plan is therefore indicative only and the detailed design of the development should be designed and constructed in accordance with the Councils Design Guide and Specification and in accordance with Manual for Streets (Department for Transport, 2007) guidance. The current site layout (168/001/A) shows 2 no. private drives, in the southern part of the site which both serve in excess of 5 no. properties, which do not comply with the Councils Design Guide. It is also recommended that the road layout, in the south west corner of the site, which includes a proposed pedestrian link to the existing footpath on Morrison Street, is revised to provide better separation between pedestrians and vehicles. This would need to be addressed through any Reserved Matters application.

Car and cycle parking for each dwelling would need to be in accordance with Supplementary Planning Document 3: Parking Provision for New Developments, 2011. Each curtilage parking space should be 6m in length to ensure that parked cars do not overhang the footway.

In accordance with the parking standards, a garage will only be counted as a parking space if it meets the minimum internal dimensions of 6m x 3m.

Any Reserved Matters application for the detailed elements of the site would also need to be supported by information on refuse collection and storage along with autotracking of large vehicles around the site. A Construction Management Plan would be required in order to ensure that construction works do not have a detrimental impact on the highway.

The applicant would need to enter into a Section 38 Agreement for the highway and footpaths which would become highway maintainable at the public expense.

Traffic Impact

The trip generation of the proposed development has been ascertained using average trip rates from TRICS, a national trip generation database. The trip rates and associated trips are shown in Table 1. The trip rates have been reviewed against those applied at other local developments and are considered to be acceptable.

Table 1: Trip Rates and Trips

			Arrivals		Departures	
			Trip Rate	Trips	Trip Rate	Trips
Weekday Hour	AM	Peak	0.159	9	0.444	24
Weekday Hour	PM	Peak	0.424	23	0.226	12

Table 1 show that the proposed development would result in an extra 24 vehicles leaving the estate on a morning peak and 9 additional inbound trips. Whilst it is accepted that the local road network experiences peaks in traffic flow, the additional traffic generated by the proposed development would not add significantly to the traffic flow to warrant a highway objection.

Sustainable Links

Bus stops are located on Morrison Street and the Transport Statement outlines that the nearest stop is approximately 120m from the site and that potential residents would have access to Service 84 and Service 6. It should be noted that Service 6 is being remove from the 20th July 2014. The site is located on the edge of an established residential estate, within close proximity to the centre of Stillington which has been classified as a Tier 1 village, and therefore it does benefit from existing public transport connections and local facilities.

The quantum of development on this site does not warrant a Travel Plan. However, it is recommended that the development provides welcome packs for new occupants which should provide details of sustainable travel options (bus timetables / cycle route map) to encourage sustainable travel behaviour amongst residents from the outset of the development.

Summary

In terms of the National Planning Policy Framework and the capacity of the local highway, the scale of the development and the additional traffic associated with this site would not be sufficiently harmful to make the planning proposal unacceptable in transport terms. Therefore there would be no highway objection to the development.

Landscape & Visual Comments

Reference is made to the landscape masterplan dwg. ref. 103865/8002 and comments are made as follows;

Although the site lies outside the limits to development it sits as a natural extension to the village. The eastern boundary is defined by the road that leads to Whitton Village and to the west lies a recently built housing estate. The main access road through the village forms the northern boundary with housing and a school beyond. The southern and eastern boundaries face the open countryside, but both these boundaries are enclosed by a landscape buffer of woodland type planting approx. 20m in width which would soften any views of the development from the south and east. Views from the north and west would be effectively blocked by the existing buildings in the village.

It is noted that the Landscape Masterplan does not reflect the latest proposed site layout dwg. ref. 168/001 which allows for a proposed school drop-off layby on the northern boundary and alterations to the housing layout. A new landscape master-plan must be provided reflecting the latest site layout for the development. The points below however are noted referring to the landscape master-plan provided;

The existing landscape buffer on the southern and eastern edges of the site will create shading of the development which given the current layout will impact on the amenity of those plots nearest the buffer. The buffer planting includes a number of evergreen conifers which would also add to the winter shading affect. It is envisaged that approx. 15 m of open space is provided between the new housing and the proposed southern buffer and approx. 10 m between the new housing and the proposed eastern buffer. The actual distance should be decided by the provision of shadowing drawings which show predicted growth patterns for the trees and seasonal variations.

The landscape master-plan shows the provision of a Hornbeam hedge along the northern site boundary as requested at the pre application stage and this should be included within the new layout as part of the revised landscape proposals to enhance the quality of the development where it interfaces with the main village. This could be provided fronting a wall/railing detail. The public open spaces are too small to serve any useful purpose and either a larger area should be provided, possibly as part of open area alongside the existing landscape buffer on the southern boundary, or an off-site contribution to open space provided.

More tree planting should be provided in the front gardens of the plots to enhance the development. Whilst the use of native planting is encouraged such planting can become unkempt and therefore wildlife friendly ornamental planting should be used near houses boundaries to create a more managed look to the estate.

Environmental Policy

No details provided regarding compliance with CS3 by meeting Code for Sustainable Homes level 4 minimum or for embedded renewable energy supply although mention is made of the opportunity for PV on south facing roofs.

Provision of details regarding the meeting of Code for Sustainable homes level 4 minimum and approach to embedded renewable energy supply must be provided.

Flood Risk Management

We have assessed the FRA and we are happy that this development will not increase the flood risk to the area. NWL have agreed to receive the Foul Water and Surface Water flows from the development.

SBC - Environmental Health Unit

I have no objection in principle to the development, however, I do have some concerns regarding noise and potential contaminated land. The phase 1 report indicates that potential contaminant linkages are present and therefore recommends a Phase II (intrusive) ground investigation is undertaken to confirm the absence or otherwise of contaminants sources from

soil and gas and quantify the risks to identified receptors. I would recommend the conditions as detailed be imposed on the development should it be approved.

Construction Noise

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

Possible contamination from an old landfill site

The proposed development is situated within 250m of an old landfill site which is known to be a historical iron works. No development shall be commenced until the site is investigated to determine the nature and extent of landfill gas.

The site investigation and risk assessment report shall be carried out in accordance with Guidance on Evaluation of Development proposals on sites where methane and carbon dioxide are present [NHBC March 2007] and CIRIA document C659.

Possible land contamination

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

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

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

Northumbrian Water Limited

The developer has made a pre-development enquiry to NWL which we responded to on 28th May 2014. In this response, we stated that the estimated foul flows of 2.53 l/sec can discharge into the 150mm diameter foul sewer at manhole 8501. We also stated that surface water can discharge into the 225mm diameter surface water sewer at manhole 8502.

The Flood Risk and Drainage Assessment Revision B submitted with the planning application states that "...surface water flows a flow restriction will be placed in the last manhole within the site boundary" and that "...the proposed drainage system will be restricted to 5 l/s". This meets our requirements for surface water discharge as stated in our pre-development enquiry response.

NWL would therefore have no issues to raise with the above application, provided the application is approved and carried out within strict accordance with the submitted Flood Risk and Drainage Assessment Revision B. We would therefore request that this documents forms part of the approved documents as part of any planning approval, and the development to be implemented in accordance with this document.

For information only

We can inform you that a water main crosses the site and may be affected by the proposed development. Northumbrian Water do not permit a building over or close to our apparatus and therefore we will be contacting the developer direct to establish the exact location of our assets and ensure any necessary diversion, relocation or protection measures required prior to the commencement of the development. We will be contacting the developer/agent directly in this matter, however, for planning purposes you should note that the presence of our assets may impact upon the layout of the scheme as it stands.

I trust this information is helpful to you, if you should require any further information please do not hesitate to contact me.

Northern Gas Networks

Northern Gas Networks have submitted standard comments about the possibility of apparatus in the area and the need for the developer to contact them prior to development commencing.

Private Sector Housing

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

SBC - 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 addition the Stockton Rural Housing Needs Assessment (SRHNA) 2013 identified an annual affordable housing need in rural locations within the borough of 132 units, again with a majority of need being for smaller properties.

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

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

In line with the need identified in the SHMA 2012 and Policy CS8 as outlined above there is a requirement for between 15% and 20% of the total housing numbers to be provided as affordable housing across the Borough.

It is noted from the Design and Access Statement that the applicant is proposing 19 (50%) of the total scheme units will be for affordable rent.

The above exceeds Council borough-wide policy target range set out in CS8. However the proposal would also provide in excess of the total number (20) of the affordable housing requirements in Stillington identified in the (SRHNA) 2013 over the 5 year period 2013 - 2018. The proposal will make a significant contribution towards addressing affordable housing provision for people in the borough and the rural locality. In light of this Housing Services would have no objections to this application.

The affordable units should be provided on site unless the developer can provide robust evidence that the achievement of mixed communities is better serviced by making provision elsewhere. 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.

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

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

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

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

We note from the Planning Support Statement that the developer is proposing to provide 20% affordable housing within the site, which is acceptable as it is in line with the need identified in the SHMA 2012 and is compliant with Policy CS8 as outlined above. Based on the residential market site scheme of 54 units, 20% affordable housing would equate to 10 affordable units. The affordable units should be provided on site unless the developer can provide robust evidence that the achievement of mixed communities is better serviced by making provision elsewhere. The affordable units should be provided on site unless the developer can provide robust evidence that the achievement of mixed communities is better serviced by making provision elsewhere.

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.

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

SBC - Spatial Plans Manager

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

This response focuses on the key spatial 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 DPD (March 2010),

Saved policies of the Stockton-on-Tees Local Plan (1997)

Saved policies of the Local Plan Alteration Number One (2006), and

The Tees Valley Joint Minerals and Waste LDD (September 2011).

The application site is outside the limits to development for Stillington as designated on the 1997 Local Plan Proposals Map. Village development limits have not been altered on the Core Strategy Strategic Diagram. You will also be aware that the Council consulted on the Regeneration and Environment LDD preferred options document and associated documents including the policies map in the summer of 2012. The policies map shows that the site is designated as outside the limits to development in the emerging LDD.

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.

Delivering a wide choice of high quality homes

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

The NPPF provides the following policy on rural housing provision: 'In rural areas, exercising the duty to cooperate with neighbouring authorities, local planning authorities should be responsive to local circumstances and plan housing development to reflect local needs, particularly for affordable housing, including through rural exception sites where appropriate. Local planning authorities should in particular consider whether allowing some market housing would facilitate the provision of significant additional affordable housing to meet local needs.' (Para. 54)

'To promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities. For example, where there are groups of smaller settlements, development in one village may support services in a village nearby ...' (Para. 55)

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. The three dimensions of sustainable development are economic, social and environmental.

The NPPF core planning principles include 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 NPPF states that one of the core planning principles is to 'actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable' (Para. 17, 11th bullet point).

The supply of deliverable housing land

The Council has produced a report entitled 'Five Year Deliverable Housing Supply Final Assessment: 2014 - 2019'. The Report concludes that the Borough has a supply of deliverable housing land of 4.08 years with a 20% buffer added (with the shortfall being 669 dwellings).

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

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

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

Relationship to the adopted Development Plan

Limits to development

'Saved' Policy EN13 sets out the categories of development that may be permitted outside the limits to development. The proposal does not fall within any of the categories. The proposal is contrary to Policy EN13.

The Spatial Strategy

Point 1 of Core Strategy Policy 1 (CS1) - The Spatial Strategy, states that '... In general, new development will be located within the conurbation, to assist with reducing the need to travel'. The proposal is contrary to Policy CS1.1.

Sustainable transport and travel

The proposal will need to be assessed in relation to Core Strategy Policy 2 (CS2) - Sustainable Transport and Travel. Point 1 of the policy states 'Accessibility will be improved and transport choices 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 healthy lifestyles'

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 geo-diversity, 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'. This policy is also relevant to landscape and visual impacts which are the next discussion point.

Landscape and Visual Impacts

The Stockton-on-Tees Landscape Character Assessment and Capacity Study (July 2011) provides the evidence base to consider the proposal in landscape terms. The site is located in an area with low landscape capacity (Site SLCA0112 – Landscape Capacity Assessment). Landscape capacity is the ability for the landscape to accommodate change without significant impact. The assessment for Landscape unit also states that the value of the landscape is high

and that it has high visual sensitivity. The sensitivity of the aesthetic aspects, landscape sensitivity and the sensitivity of the individual elements is classed as medium.

Rural Affordable Housing Provision

Point 9 of Policy CS8 states: '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.' The supporting text for the policy states that a rural exception site is 'specifically for affordable housing'. The proposal is for a mix of market and affordable housing. Therefore the proposal is contrary to Policy CS8.9. However, Policy CS8.9 pre-dates the NPPF. The NPPF gives Local Authorities the power to allow 'some market housing' on rural exception sites to 'facilitate the provision of significant additional affordable housing to meet local needs'.

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).

Emerging Strategic Policy SP2 - Housing Spatial Strategy

The policy sets out a site selection hierarchy which places sustainability at the heart of the site selection process. This follows a sequential test approach, which prioritises sites in the following order:

Core area sites

The wider conurbation

Adjacent to the conurbation

New sustainable settlements

Village sites

Policy H3 Housing Mix and Affordable Housing Provision

Point 10 of the policy repeats Point 9 of Core Strategy Policy 8 (see paragraph 23 above) but adds 'Planning applications should be supported by robust evidence of deliverability'.

The weight to be attached to emerging policies

There have been some objections to the policies. In the context of the statement in paragraph 216 of the NPPF, only limited weight can be attached to these policies.

Relationship to the evidence base

The 2013 Stockton-on-Tees Rural Housing Needs Assessment

The study updates the rural housing needs assessment published in March 2010. Additionally the study considers general housing demand in the Rural Areas. Key findings of the study are as follows:

Analysis of market demand would suggest a 5 year shortfall of 107 open market dwellings across the Rural Area

The research has evidenced that there is a need for affordable housing across the rural area of Stockton-on-Tees. An annual shortfall of around 27 dwellings each year has been calculated which equates to 132 over the 5 year period 2013/14 to 2017/18.

Specifically in relation to the Stillington and Whitton parish group, the study shows an annual net affordable housing shortfall of 20 dwellings.

The proposal would deliver approximately 11 affordable homes. This represents affordable housing provision of 20%. This is a significant material consideration in support of the application.

The 2012 Planning the Future of Rural Villages Update

The site is located adjacent to the village of Stillington which has numerous services and facilities located within the village and two hourly bus services to the conurbation enabling additional services and facilities to be accessed by public transport. In 2008 the Planning the Future of Rural Villages in Stockton-on-Tees Borough Report was published. The purpose of the report was to underpin and support policy development. The study establishes the levels of facilities available within the Borough's rural villages and assesses their sustainability. The outlying villages were grouped into tiers based on their sustainability, with tier 1 being the most sustainable and tier 4 being the least. Only those villages falling within either tier 1 or 2 have been considered to be sustainable enough to accommodate further infill housing. Stillington Village is identified as a tier 1 village within the latest update of the study undertaken in 2012.

The proposal is located outside of the development limits for the village but it is evident that prospective residents would have the same level of access to the services and facilities as those currently within the village. There is a need to update the Planning the Future of Rural Villages in Stockton-on-Tees Borough study to reflect changes in services and facilities available to the rural villages. However, there do not appear to be any major changes to the services and facilities available to the residents of Stillington.

The need for market housing in Stillington

The NPPF provides local planning authorities with the opportunity to consider whether village extensions would contribute to meeting rural housing need. However, the Government is of the view that local authorities are best placed to understand the needs of their own areas. The villages in the Borough are close to the conurbation; that is to say the rural part of the Borough is not a 'deeply' rural area.

Summarising comments

The starting point for consideration of the application is the adopted development plan. The application is contrary to the adopted development plan. However, the Council accepts that it is not able to demonstrate a five year supply of deliverable housing sites with a 20% buffer added. 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; if implementation begins within a five year timeframe it would make a contribution towards the five year supply of housing and the provision of affordable housing would contribute to addressing the need for affordable housing in Stillington demonstrated by the 2013 Rural Housing Needs Assessment. Boosting the supply of housing is a key national priority.

Turning to the potential adverse impacts, the proposal is contrary to the following adopted development plan policies:

'Saved' Local Plan Policy EN13

Point 1 of Core Strategy Policy 1

Point 9 of Core Strategy Policy 8

The case officer will need to consider whether the proposal is contrary to the following adopted development plan policy:

Point 1 of Core Strategy Policy 2

Point 8 of Core Strategy Policy 3

Policy CS8.9 restricts rural exception sites to affordable housing. However, the weight that can be attributed to this is reduced by the NPPF emphasis on meeting in full the objectively assessed need for market and affordable housing and by the NPPF allowing local authorities to consider using market housing to facilitate the delivery of affordable housing. A local need has clearly been identified by the 2013 Rural Housing Needs Assessment. The case officer will need to consider whether the market housing is required to deliver this.

The case officer will need to consider the proposal in a landscape and visual context including the degree of harm to maintaining the separation of the settlements of Stillington and Whitton. The ability of Stillington to adequately support development on this scale will clearly be a key aspect of the case officer's assessment. This relates to Policy CS1.1 and Policy CS2.1 and to the 11th bullet point of paragraph 17 of the NPPF which requires significant development to be focused in locations which are or can be sustainable.

Tees Archaeology

I have checked the Historic Environment Record for the area and there are no sites of relevance to the development area within the near vicinity. Stillington is a 19th century settlement that developed around the adjacent railway and an Iron Works. A rapid map regression exercise shows that the site in question is largely greenfield, with some past use as allotments.

Based on the evidence I have there is no known archaeological interest at the site and I therefore have no objection to the proposal and have no further comments to make.

Stockton Police Station

Legislation and National Planning Guidance

National Planning Guidance states that designing out crime and designing in Community Safety should be central to the planning and delivery of new developments.

Section 17 of the Crime and Disorder Act 1998 requires all Local Authorities to exercise their functions with due regard to their likely effect on crime and disorder and do all they reasonably can to prevent crime and disorder

Secured by Design

Secured by Design is a Police initiative to guide and encourage those engaged within the specification, design and build of new homes and commercial premises to adopt crime prevention measures in these new developments.

The principles of Secured by Design have been proven to achieve a reduction of crime risk by up to 75% by combining minimum standards of physical security and well tested principles of natural surveillance and defensible space.

If the following is implemented I see no reason why this development cannot achieve Secured by Design accreditation.

Crime Pattern Analysis

A crime pattern analysis has been carried out within a 500m radius of the development between 20/5/13 and 20/05/14 which has revealed a total 7 criminal offences and 80 incidents of anti-social behaviour

Access and Movement

The aim is to create places with well defined routes, spaces and entrances that provide for convenient movement without compromising security.

I am not aware of the proposed boundaries I would recommend that all rear boundaries that back onto open land i.e. east and south boundary

Require a boundary of to 1.8m close boarded fence with support rails fitted to the private side. The fence should be topped with 200mm boxed trellis to offer additional security. All side gates to properties should be fitted as close to the front building line and a min of 1.8m in height and fitted with bolt and padlock. Sub divisional boundaries should be a minimum of 1.2m

Structure

The structure of a development is in a way it is laid out, to minimise conflict between different uses and avoids creating "dead spaces" that can be under used or ill cared for.

Meets this requirement

Surveillance

Crime and anti social behaviour are more likely to occur if criminals can operate, including travelling to and from a location, without the fear of been seen.

Any proposed landscape should not hinder natural surveillance or provide hiding spaces.

Landscaping should not conflict with street lighting.

All street lighting for adopted highways, roads, footpaths and car parking areas must comply with BS 5489 with colour rendering qualities of a min. of 60Ra

Ownership

Clear demarcation between private and public space gives people the opportunity to personalize their own space. Crime and anti social behaviour are more likely to occur if it is unclear whether the space is public or private.

A change of surface or rumble strip to the entrance of the development would be of benefit to help create the impression that the area beyond is private.

Physical Protection

Crime and ant-social behaviour are more likely to occur if the target hardening measures such as doors, windows and gates set out by Secured by Design are not selected to be appropriate to the security of the building and to the crime risk faced

Doors

All door sets should be certified to BS PAS24-2012 and be fitted with a door chain or door limiter. A door viewer fitted between 1200mm and 1500mm from the bottom of the door this is not required if a visual panel with clear glazing is fitted. All glazing in and adjacent to doors should be laminated to a minimum thickness of 6.4mm.

Windows

Ground floor windows and those easily accessible above ground floor should be certified to PAS24-2012. Consideration should be given to smaller top openings for ground floor windows.

Security Lighting to Dwellings

Lighting is required to illuminate all external doors and car parking areas. Lighting must be switched using a photo electric cell with a manual override

Intruder Alarms

A 13amp non switched fused spur, suitable for an alarm system must be installed. If the full alarm system is installed it shall comply with BS EN 50131&PD6662 wired system or BS6799 wire free system

Garage Doorsets

These must be certified to one of the following

LPS 1175 Issue 7:2010 Security Rating 1

STS 202 Issue 3:2011 Burglary Rating 1

Or alternatively a garage door defender type security product can be fitted this must be certified to Sold Secure Bronze Level or above.

Sheds

I am not aware if sheds are to be provided if so and cycle storage is provided I will need to be consulted with regard the security requirements for Secured by Design.

Activity

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

Meets the requirements

Management

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

Landscaping should be maintained car parking areas should be kept clean and free from debris.

Valuable Metal Theft

Although not an Secured by Design requirement I would recommend where possible to use replacement materials instead of valuable metals particular easily accessible copper and lead which will be at high risk of been targeted.

Chief Fire Officer

Cleveland fire Brigade offers no representations regarding the development as proposed. However access and water supplies should meet the requirements as set out in approved document B volume 1 of the building regulations for domestic dwellings, or where buildings other than dwelling houses are involved then these should meet the requirements of Approved Document B Volume 2 for both access and water supply requirements
Further comments may be made through the building regulation consultation process as required.

The Environment Agency

Surface Water Disposal

The Flood Risk Assessment (FRA) submitted with this application indicates that the surface water drainage is to be directed to the public sewerage system. As such, the Environment Agency has no objections to the proposals on flood risk grounds.

Disposal of Foul Sewage

There is no information as to the proposed method of disposal of foul sewage. An acceptable method of foul drainage disposal would be connection to the foul sewer. This being the case, the Sewerage Undertaker should be consulted by the Local Planning Authority and be requested to demonstrate that the sewerage and sewage disposal systems serving the development have sufficient capacity to accommodate the additional flows, generated as a result of the development, without causing pollution. However, if a non-mains system is to be utilised then we would wish to be re-consulted.

Natural England

Thank you for your consultation on the above dated 09 June 2014 which was received by Natural England on 09 June 2014.

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.

The Wildlife and Countryside Act 1981 (as amended)

The Conservation of Habitats and Species Regulations 2010 (as amended)

Natural England's comments in relation to this application are provided in the following sections.

Statutory nature conservation sites - no objection

This application is in close proximity to the Whitton Bridge Pasture Site of Special Scientific Interest (SSSI).

Natural England is satisfied that the proposed development being carried out in strict accordance with the details of the application, as submitted, will not damage or destroy the interest features for which the site has been notified. We therefore advise your authority that this SSSI does not represent a constraint in determining this application. Should the details of this application change, Natural England draws your attention to Section 28(1) of the Wildlife and Countryside Act 1981 (as amended), requiring your authority to re-consult Natural England.

Protected species

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

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

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

The Standing Advice should not be treated as giving any indication or providing any assurance in respect of European Protected Species (EPS) that the proposed development is unlikely to affect the EPS present on the site; nor should it be interpreted as meaning that Natural England has reached any views as to whether a licence is needed (which is the developer's responsibility) or may be granted.

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

Green Infrastructure

The proposed development is within an area that Natural England considers could benefit from enhanced green infrastructure (GI) provision. Multi-functional green infrastructure can perform a range of functions including improved flood risk management, provision of accessible green space, climate change adaptation and biodiversity enhancement. Natural England would encourage the incorporation of GI into this development. Evidence and advice on green infrastructure, including the economic benefits of GI can be found on the Natural England Green Infrastructure web pages.

Local sites

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

Biodiversity enhancements

This application may provide opportunities to incorporate features into the design which are beneficial to wildlife, such as the incorporation of roosting opportunities for bats or the

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

Landscape enhancements

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

We would be happy to comment further should the need arise but if in the meantime you have any queries please do not hesitate to contact us.

For any queries regarding this letter, for new consultations, or to provide further information on this consultation please send your correspondences to consultations@naturalengland.org.uk.

We really value your feedback to help us improve the service we offer. We have attached a feedback form to this letter and welcome any comments you might have about our service.

Parish Council

The Members of the Parish Council would like to object to this planning application. Their main objections are not about the erection of the houses but are to do with the proposed access route to the houses.

The Members of the Parish Council think that the proposed access road from St John's Park and Jasper Grove into the new development is inadequate for the number of houses. The entrance to St John's Park is already the only access from the main road through Stillington for 60 houses. The proposed development would take the total to over 100. The access in and out of St John's Park is already difficult at busy times of day - particularly when pupils are being picked up and dropped off at William Cassidi School and when shifts change at the Industrial Estate. The Parish Council regularly receives complaints about cars parking in the estate and despite occasional visits from the Enforcement Team and regular requests from the school asking parents to park considerately, the situation does not improve. Expansion at the industrial estate has led to an increase in the number of commercial vehicles travelling in and out of the Village past this junction throughout the day. In the Strategic Housing Land Availability Assessment produced by Stockton Borough Council, the achievability statement for this area of land states that "A four leg roundabout would need to be implemented to create two accesses. If the yield is less than 100 dwellings one access and one emergency access would be needed." While this application is for less than 100 dwellings, the only road to it will become an access road for over 100 dwellings so the Parish Councillors feel that a four leg roundabout should be incorporated into the design for these properties. A roundabout placed at the entrance to the Village at the end of the road going out to the A177 would provide a much safer access point into the proposed estate - and could be used by residents in Jasper Grove and St John's Park. This would have the added benefit of reducing the amount of traffic that travels past the school. A roundabout would also slow down traffic as it comes into the Village making the whole area significantly safer. A roundabout at this point would make the construction process of the estate much more manageable. The proposed access to the area can be problematic for cars but will be very difficult and cause a lot of disruption to local residents if it

is also used by construction traffic, and, in the future, by delivery vehicles coming and going from the new houses.

The plans for Jasper Grove show that the proposed access point from this street was originally a turning circle in front of a house, it was not due to be used as an access point to another estate. As such Members consider that it is not designed to deal with the number of cars that will be associated with the new development.

When considering this application and the conditions that will be attached, Councillors would like other potential developments that could be happening in the area at the same time to be taken into account. A planning application has recently been submitted for a housing development at the other end of Stillington, the proposed Lambs Hill wind farm just outside the Village could also be constructed around the same time as these housing developments if permission is granted. If work is underway on all three projects at the same time the amount of construction traffic and other disruption in the Village could make life very difficult for our residents. If it is possible to attach conditions to the planning applications that will in any way reduce the cumulative effect of the disruption caused by work that will be underway, the Parish Council would like to see these conditions attached and rigorously enforced.

The Members of the Parish Council would like to point out a number of inaccuracies in the reports associated with the planning application as they have been compiled using out of date information. Section 2.5 of the supporting planning statement states, "The site is well located to a range of services and facilities by way of walking, cycling and sustainable public transport (bus and train)." Stillington does not have a train service. People can cycle, but there are no safe cycling routes in the Parish or the surrounding area. Most parents consider that the local roads are not safe to cycle on with their children, many adults would not consider cycling due to the layout of the roads and the speed of the cars using them. If safe cycling routes can be incorporated into these plans that would be very beneficial. Bus services are mentioned here and also in section 5 of the same document. Stillington no longer has a bus service to Darlington and there is no longer a bus service to Egglecliffe School. There are currently two services from Stillington to Stockton but, due to the withdrawal of subsidies for bus services, these are both running for a trial period and there is no guarantee that they will continue in the long term. There is no evening or Sunday bus service to the Parish.

Members of the Parish Council are concerned that if both of the proposed planning applications are approved, the infrastructure in the area to deal with sewage and water run-off in times of heavy rain may not be able to cope with the additional pressure that these developments bring. There are already problems in areas of the Village with flooding and the Councillors would like to be assured that the planning department has assessed at the whole area and will make sure that any improvements that are considered necessary are incorporated into the development plans.

Stillington has grown significantly in the last twenty years and car use by residents has increased in that time also. The Parish Council feel that with potentially nearly another 100 properties being built in the Parish and an additional 150 - 200 cars travelling in and out of the area on a daily basis, it is time that general improvements are made to the road network in the area - particularly between Stillington and Old Stillington - to ensure that the risk of road accidents is minimised. If it is possible to incorporate highway improvements in the plans for this development and the other planning application for housing in the Parish, the Councillors would be happy to meet with planning officers to discuss this further.

PUBLICITY

Neighbours were notified and comments received are summarised below:-

Mr K Robinson, 19 Jasper Grove Stillington

The development of 54 houses on this plot of land is out of character with existing housing and represents an overdevelopment of the land. There may also be a devaluing issue of the existing properties.

The potential of another 100+ cars exiting from the new estate into Jasper Grove is a recipe for tragedy. The existing exit onto Morrison Street is already inadequate and I am surprised there has not been an accident at school drop off and pickup times as yet, and that is before the new estate is built ! I would urge the planning department to consider at least another entrance to the development.

When I first moved here the Plot which will be used for access was referred to as a "Ransom Plot"....

Mr Justin Cox, 7 Jasper Grove Stillington

The proposed building on the very boundary edge adjoining No7 Jasper is far too close. This will block out light to the garden, possibly result in loss of privacy and be a substantial loss in the outlook from the rear of the house. The developer has proposed no distance between the properties to soften what would be a complete loss of view.

Generally, the majority of development sits too close to existing properties. The proposal offers little in the way of distancing houses from existing gardens or providing a landscaped buffer between the two.

The density of proposed housing is far too great (I estimate approximately 34% less area per house than the existing St John's Park development) and the type of house is not aligned with the existing development on Jasper Grove which consists almost entirely of substantial 4 bedroom detached homes.

The proposed access point was never proposed as a junction when these homes were purchased from Shepherd Homes in the late 1990s. A 4 bedroom home was shown on the site plans from which homes were purchased and planning permission was granted. The developer chose not to develop this plot, I suppose in the hope of using for future access. This was never communicated to home owners who purchased under the strict understanding Jasper Grove was a cul-de-sac and would always remain so. The decision to leave the plot vacant was not communicated to Stockton Borough Councils Planning department either. (confirmed by letter in 2001).

The proposed access using Jasper Grove is completely unsuitable, in particular for the number of houses proposed. The proposal has not considered the reality of cars parked on the streets at both the entrance to Jasper Grove and the proposed junction which considerably reduce visibility and accessibility. This is particularly the case at peak periods and evenings / weekends.

Whilst the traffic survey commissioned by the developer may have considered peak traffic at the proposed new access it has not sufficiently considered the cumulative effect on the junctions out of Jasper Grove and on to Morrison Street not to mention the overall impact on existing residents over the full day.

All homes on the east of Jasper Grove have enjoyed an open aspect with longer range views over to the North York Moors. All of this would be lost, yet the developer has proposed nothing in the way of mitigation by screening such as would be enjoyed by people on the east and south sides of the new development.

Im not sure the findings of the ecology survey are entirely accurate, it states there are no bats aside from 'foraging' ones. I believe there are bats resident in either the gardens of No5 and 7 and can be seen every summer evening as has been the case for a few years.

Mr J J Brett Sutton-Bardsley, 2 Weare Grove Stillington

Whilst acknowledging the need for further housing development, I do not feel due regard has been given to the impact a development of this size will have on traffic levels. The transport study recognises the potential increase in the numbers of cars, but does not I feel pay due regard to the potential for increased cycle use, by both children and adults who want to link with the outlying areas of Stockton or who are simply cycling for recreation. There has been a marked increase in the use of cycles and I personally encountered 10 groups of two or more cyclists along with 7 solo riders on a journey to Stillington from North Tees, one recent Sunday morning. I would expect the authority to promote sustainable transport and the health and well-being benefits to the Residents are well established, I would suggest therefore that any approval should be linked to a parallel development of a safe cycling route (cycle track) to link the villages to existing routes into Stockton centre with a contribution to the costs being met by the developer.

Mr Andrew Barnett, 24 St John's Park Stillington

It is interesting to note that the council will basing a decision in part on a report written by Fairhurst that, in the first instance, is a collection of spelling mistakes and punctuation errors and in the second by referring to Morrison Street as Morrison Road throughout the document despite having a clearly marked map and label showing the correct road name. How they managed to find the place continues to amaze me. The documented also refers to the development site as being used for grazing on the day of the site visit. Prior to an apparently random act of fencing the field in, it was regularly used as a recreation area for children and adults in the area. It would continue to be used for recreation to this day had the horses and fence not appeared. The document also neglects to deal with the speed of traffic more often than not and the limited visibility onto Morrison Street from St. John's Park. All data gathered in one day would ordinarily be considered statistically insignificant and therefor useless in almost any other context.

I would also raise an extreme concern about loss of visibility of the night sky due to light pollution. It appears that street lighting will be erected in abundance and this will ruin an already disappearing view. Not everyone moves to a rural area for the daytime scenery. Led lights are arguably worse than high pressure sodium lights employed at present due to the wider emissions spectrum.

The telephone exchange supports Stillington and outlying villages. The contention ratios are already causing problems with internet access. Most properties now being sold on the open market are having their value seriously eroded by poor internet access. This, and other developments in Stillington, are making the access speeds worse. House prices are going to fall significantly because of this.

The village amenities, the shop and takeaway, for example are small and limited. To quote the village as being full served by such amenities is stretching the credulity of belief to the point of it being blind faith.

The parking at each end of the school day is particularly hazardous as too many people use Jasper Grove and St. John's Park as the local car park. This is just going to make the access to the proposed site particularly suited to daredevils and stunt drivers. Residents are usually blamed for the difficulty encountered by the parents due to our lack of respect for their right to park anywhere. Another 54 houses is just going to make it more stressful for the parents to pick their kids up.

The access to the site for construction vehicles will, no doubt, help to cut down on the number of inconsiderate bikers when the roads get wet and covered in mud. To actually propose an access point on the inside bend of a virtually blind corner that will inevitably get a lovely layer of garden all over it is tantamount to not really thinking something through. I know the get put clause is quoting the Highway Code and other health and safety code that we still manage to survive despite their existence is just politically incorrect.

I consider Stillington to be a rural village. Ok it has a shop, hairdressers, and some other facilities for getting your ingrown toe nails looked at but it is fast becoming suburban but without any of the benefits.

Raymond Craggs, 11 Jasper Grove Stillington

When we moved in there was supposed to have been a house built on the site in Jasper Grove where this access is being proposed which we consider to be deceitful by Sheperd Homes and an invasion of our privacy. This proposal will result in an increase in traffic of 54 motor vehicles or more. The scheme will result in noise pollution, increased risk to young children within the estate due to the additional traffic and greater potential for accidents. Could the access not be formed elsewhere, off Morrison Street.

We are concerned that the number and size of houses on this relatively small piece of land could affect the character of the existing neighbourhood and decrease existing property prices.

Due to land levels, the properties will overlook the existing houses in Jasper Grove, will be intrusive and overshadow existing properties and result in loss of privacy.

Mr Peter Briggs, 3 Jasper Grove Stillington

When we purchased Plot 5 (3 Jasper Grove) from Shepherd Homes back in 1998, Jasper Grove was a grove with 20 houses and no access to the adjoining field. We decided to purchase on this basis as we felt safe knowing that it would be a quiet place to raise a family in the small quiet Grove with only a small number of cars from the 20 houses.

The original Plans submitted by Shepherd Homes proposing the current houses in September 1990 (your Ref 91/0344/P) did include a road past Plot 7 onto the field in question, however a revision to the Plan dated July 1991 (same Planning reference) shows a house was to be built over the access road (Plot 8). Shepherd Homes then built the first Phase and in March 1997 submitted a revised Plan (your Ref 97/0590/P) which proposed St Johns Park and this Plan also clearly shows Plot 8 and no access road to the field in question. We purchased our property on the understanding that there would be a house built only to later find that this house would in fact not be built and is now to become the access route for a potential further 108 plus cars, turning a quiet Grove into essentially a main road.

Currently approximately 27 cars pass by our house, the addition of this new development will result in a potential of 108 plus cars that will be directly passing our house (based on an average 2 per household). This really concerns us on the grounds of safety for our 13 and 7 year old children and that of other children. The Development over the road at Forrest Park has two entrance/exit routes for fewer houses!

Continuing from point 3, there is only one access to St Johns, which caters for 60 houses, the addition of a further 54 houses increases this to 114 houses, which is in excess of 200 cars which will be too much for a small entrance/exit and not to mention the safety implications of the increased traffic past the local Primary School (William Cassidi) which is already a danger zone when trying to get your child to and from school. Therefore this proposed development will affect highway safety.

The proposed Development is not in keeping with the current development of Jasper Grove, in that Semi-Detached houses are planned and the density is more compact than that already present (St Johns introduced 44 houses and this new development proposes 54 in a similar sized plot of land). This high density/over development of the land will result in spoiling the open aspect of the neighbourhood.

Over the years the admittance of children to William Cassidi has become difficult to obtain, with the inclusion of surrounding villages and reaching as far as Wynyard. This new Development will only add to more overcrowding of a small village school.

At the local Doctors Surgery it is difficult to acquire an appointment at present and again the new Development will only accentuate this problem.

There are minimal to no local amenities in Stillington and an extra 54 houses again will result in potentially more children with nothing to do outside of their homes. You are continuing to develop a small village community but offering no further amenities for the increase in population.

You are increasing the population of the village and yet we are losing more and more services to the village, one of which being the rapid decrease in an essential bus service!

The proposed development results in a side of a house directly at the rear of my garden, same as on Plot 7 (7 Jasper Grove), resulting in loss of privacy/overlooking of my property. This means we will lose our current view, I am aware that there is no right to a view, however, the enjoyment of a view is an important part of village/rural habitat and the reason you purchase such a property in the first place.

Quite frankly the access route chosen for this new development is dangerous in its location. A more effective access and less dangerous approach would be the construction of a roundabout at the exit from Morrison Street, Stillington leading out to Whitton Village and the exit road towards the A177. This would allow for a better and safer flow of traffic and avoid the overcrowding of already TOO BUSY roads. It would also aid the process of reducing the speed limit into Stillington from Whitton and maintaining a limit of 30mph rather than moving from a 30mph through Whitton to a 60mph to Stillington to restrict it back to 30mph ¼ of a mile down the road. This road is extremely dangerous and several complaints have been made by residents and in fact the School itself to do something about this in the past. A decision to provide such a roundabout and speed restriction would help reduce the risk of road accidents and possible fatalities.

Finally, the works traffic and construction will cause difficulties to the community and if the works traffic is to use the same access of St Johns or any access near the school, this will be an extreme added danger to an already hazardous situation on Morrison Street.

Mrs Wendy Merifield, 2 Jasper Grove Stillington

My main concern is the proposed access to the site. An increase in traffic coming through Jasper Grove/St John's Park is unacceptable. Residents on the proposed estate could potentially have to negotiate four junctions in a short distance, not to mention the numerous cars and vans parked along the route before progressing onto Morrison Street.

The increase in traffic on Morrison Street would be a concern. In recent years, there has already been an increase due to the expansion of Darchem Engineering, this along with the HGVs, school traffic (including two school buses using the junction at St John's Park to turn around) and the speed of the traffic make Morrison Street very dangerous. This is backed up by William Cassidi School who have contacted the Parish Council regarding the speed of traffic

outside the School. I would like to ask at what time of day the Fairhurst Traffic Survey was conducted as I feel this is not a true representation.

Other concerns include:

overdevelopment of the site which is out of character in terms of its appearance compared with the existing estate; the impact it will have on Jasper Grove, a quiet cul-de-sac for fifteen years. The original plan was a cul-de-sac and that is how it should remain; when Jasper Grove was built it was promoted as 'Harvester's View' which it would no longer be!

Mrs Jennifer Jeffels, 7 St John's Park Stillington

The increase in traffic from what could feasibly be a further 100 cars coming into and out of St Johns Park/Jasper Close is unacceptable. The junction is already extremely busy at certain times of day, especially in the morning when people are trying to go to work and at school drop off and pick up times. There are also children playing out in the street who will be affected by the extra traffic. Furthermore, the junction at St Johns Park is already dangerous during school start and finish times due to people parking inconsiderately and illegally on kerbs etc. A better solution would be to build a mini roundabout at the junction of the road which goes toward the A177 (Left turn after the school). There could then be an entrance to the new housing estate off that roundabout and it would also add the benefit of slowing down the traffic entering the village and driving past the school making it safer for the pupils and children.

Mr Christopher Chilton, 31 St John's Park Stillington

The only access to the new development of 54 houses is via Jasper Court, into St Johns Park that feeds on to Morrison St to exit the village East and West.

57 houses are already within the St Johns Park, Jasper Court development with traffic exiting onto Morrison Street via the single access of St Johns Park.

William Cassidi C of E Primary School on Morrison St is located 200yards to the east of St Johns exit onto Morrison St. St Johns Park and Jasper Court used as parking for the school run morning and afternoon.

Both St Johns Park and Jasper Court are too narrow to allow one car to pass another travelling in the opposite direction, both roads have cars parked on both sides with two wheels on the adjacent pavements, restricting road width to one car and also causing limited access on the pavements to both sides.

- Doubling of traffic from the extended estate of 111 houses.
- Limited/restricted access during commuting hours morning and evening.
- Limited/restricted access during School start and finish.
- Semi blocked pavements being dangerous for pedestrians.
- Limited access for Emergency Services (Fire Engine).

John and Doreen Lithgo, 1 St John's Park Stillington

Concern over the access to the site as my home entrance is 4m away from the main road (Morrison Street) and since Darchem have expanded, traffic using Morrison Street has doubled. Commercial vehicles in and out has greatly increased noise levels and vibrations. At peak times when there are shift changes, it makes crossing the road impossible. Many drivers have no respect for the 30mph speed limit and school children are constantly at risk going to and coming from school. Parents park in St. Johns Park rather than parking in the village car park and lorries and coaches use the entrance into St. Johns Park as a turning area. Living with an increase of construction vehicles and additional family cars would be intolerable. Please can there be an alternative access.

Mrs Susan Walsh, 34 St John's Park Stillington

I have to ask the question about the proposed development has a survey been considered for the extra traffic i.e. construction traffic to and from the site as this is a one way in and out road on to Morrison Street, parking for site employees, and the extra vehicles coming and going from the site.

If this development is completed the likelihood of a extra 100 vehicles coming through St Johns Park and Jasper Grove on to Morrison Street this could be a major issue.

Mr & Mrs Crowe, 17 Jasper Grove Stillington

We wish to object to the proposed building on land beside Jasper Grove, Stillington for the following reasons:

There is a real risk of flooding. When there is a heavy downpour the land directly behind our garden retains standing water. If the rain continues the water pours out from the empty plot, which is the proposed entrance to the new development, and streams across the road. As has been shown in recent years where too much land has been developed, flooding has occurred. We feel that this proposed development will put our property at risk of flooding.

With a proposal of 54 houses and the probability that the majority of those properties will have two cars, it is likely that there will be 90 cars leaving and returning to the development at least once every day. It is probable that all of these journeys will occur at busy times of day i.e. going to and from work and school. All of this extra traffic will have to exit through Jasper Grove onto St John's Park and then onto Morrison Street, causing even more congestion on a very busy road at a very busy time.

There will be an adverse effect on our privacy as there will be three houses directly behind our garden. It would appear that the proposed density of housing will be far greater than Jasper Grove and therefore not in keeping with the previous development. The proposed development in this part of the village will make an imbalance in the overall village.

Mr Martin Wolstenholme, 15 Jasper Grove Stillington

The proposed building on the boundary field adjoining Jasper Grove is far too close. This will result in loss of privacy to both our house and garden. In addition there will be a substantial loss in the outlook from the rear of our home. Homes on the east of Jasper Grove have all enjoyed an open aspect with longer range views over to the North York Moors. All of this will be lost.

The proposed access from Jasper Grove is unsuitable for the number of houses proposed. The additional 54 proposed developments will almost quadruple the volume of traffic using Jasper Grove, where there are currently nineteen dwellings in the Grove. Whilst the developer has presented peak traffic at the proposed new access there is no evidence that the methodology is consistent with the local area.

Given that parking is to be provided for over 120 additional vehicles, a peak time usage of less than one third for a poorly supported public transport area would appear to be extremely low.

Currently when there is heavy rain the water runs from the proposed site into our garden along with the adjacent homes gardens, with a substantial flow coming through the undeveloped plot and across Jasper Grove. We do not believe that the flood risk assessment takes this into account and that building on the land will increase the likelihood that we experience flooding.

Mrs H Taylor-North, 22 Jasper Grove Stillington

My main objection is the increased traffic this development will cause. I walk my young son along Jasper Grove to school on Morrison Street, past the planned access point to the new development. Once this is opened up to potentially 100 additional cars coming in and out at

peak times of the day it changes our walk along a sleepy cul-de-sac to having to safely negotiate another busy road.

We already have an issue at the entrance to St John's Park and Jasper Grove with cars parking on either side of the pavement at busy times meaning cars have to wait and let each other pass. The additional traffic from the proposed housing development is going to make this situation even worse.

We currently enjoy the view of the open fields and horses grazing from our upstairs bedrooms. If the proposal goes ahead we will lose this view. The open views were one of the reasons we moved to Jasper Grove in the first place.

We also believe 54 houses is overdevelopment of this site and out of character with the existing housing in this part of Stillington.

Miss Susie Bean, 4 Jasper Grove Stillington,

Object to the planning application 14/1396/OUT on the following material planning considerations:

Access and Highways.

Jasper Grove has always been shown on the original plans (see attached plans, appendix 1) as a Cul-De-Sac, and the gap left by Shepherd Homes was supposed to have a detached house built on it. It is therefore very unfair to now change those plans and turn it into a thoroughfare.

The proposed development plan shows parking spaces for 126 cars for the 54 houses. The number of car parking spaces in the Development Proposal is an accurate reflection of the number of cars per household in Jasper Grove and St Johns Park. This would see an increase of approximately 126 cars accessing the development through Jasper Grove and St Johns Park.

If each car made only one return trip that would see an increase of 252 journeys through Jasper Grove, thus destroying it with vehicles creating noise, environmental pollution and traffic disruption. The Trip Assessment mentioned in the proposed plan is therefore seriously flawed and the development will have detrimental effects on Jasper Grove, St Johns Park and the surrounding Highways.

This is the absolute minimum of one return journey which is not a true reflection of village life as everyone generally makes more than one return trip per day to access amenities in local towns, as we now only have one Bus service which goes to Stockton (see Lack of Amenities).

The proposed access is unrealistic and would double the amount of cars trying to use the junction, with poor visibility and parked cars, to get onto Morrison Street. The development would adversely affect highway safety and the convenience of current road users, local businesses and school users. It is already very difficult to get out onto Morrison Street at certain times such as during the School Run and shift changes at Darchem (Please see appendix 2, Pictures of Congestion). The pictures of congestion that I have included with my objection were taken on an average day and demonstrate how difficult it can be to get onto Morrison Street and passed the School.

Darchem has recently doubled in size and its workforce has to travel in by car due to severe lack of Public Transport to the village, which is situated six miles north west of Stockton on the border with Durham. The volume of traffic is already set to increase with the opening of the SBC Business situated at The Old Vicarage on Morrison Street. All these factors are compounded by the Wind Farm Development due to start construction next year, and the new planning application to build 34 houses on land north of South Avenue, Stillington.

The proposed emergency access route onto the housing development is also inadequate and it will be difficult if not impossible to use at certain times of the day, and emergency vehicles will then struggle to get past the School and through Jasper Grove.

Lack of Infrastructure/Amenities

Stillington's Bus service is not fit for purpose. As a result of cut backs and loss of subsidy we now only have one bus and it is not possible to get a bus in or out of the village after 6pm. The planning Application is incorrect stating that there are two bus services available and needs altering. The planning application states that we have a train station which is also incorrect.

Our community centre is under threat of closure and has been placed under special measures, with the only community activity being Karate on one evening.

Stillington Primary School is currently very popular and we have a neighbour who has to take his child to Bishopton School as no place was available for his child here in Stillington. We do not have a cycle network as stated in the planning application and with the busy country roads cycling is not an option for the faint hearted. This situation will only worsen with the increase in traffic should the proposal go ahead.

High Density

The proposed development is of an unacceptably high density and is not in keeping with the houses on Jasper Grove. May I bring to your attention the Core Strategy Development Plan Document (pg19, 6.1) in which it states under Spatial Strategy that "the Councils approach is to concentrate the majority of housing development in the Core Area, on previously developed land". This is Greenbelt land and it will result in a loss of an open area and its existing views which will adversely affect the residential amenity of its current neighbours.

Sustainability

At present it is difficult to sell properties in Stillington and a number of houses throughout the village, from Terrace to Detached, have been on the property market for years. A building development, only a few hundred yards down the road from this proposed development, has been advertising houses/plots for over 5 years with no success. This would leave residents of Jasper Grove living on a building site for many years to come which is a disheartening prospect. May I bring to your attention the Core Development Plan, pg 25, 8.1, Sustainable Living. It states that "the councils approach seeks to reduce the impact of economic growth and development on the environment".

In conclusion, this development cannot go ahead with its current proposed Access route. I have lived on a building site before, and do not wish to again. We moved to this Cul-De-Sac for the very reason that it is quiet and not a thoroughfare.

Should this proposed development be granted permission a roundabout at the top of the village allowing a completely separate access road would be the only viable option. This option would also slow down the current high volume of traffic as it passed the school. This would be in conjunction with a reduction in the density of the proposed plans.

As it has been suggested, a secondary access at the top of the village in conjunction with the Jasper Grove access would not be acceptable as it would create a "rat run" through the estate and through Jasper Grove and St Johns Park at busy times of the day.

The Planning Department also has to take into account the over development of the village and its current Core Strategy Development Plan Document which "promotes the view of concentrating housing development in the Core Areas on previously developed land as a priority" whilst "reducing the need to travel". It also states how SBC has an abundance of Brownfield Sites which could be used instead of this Greenbelt Land which contains a wealth of wildlife and only adds value to the village.

Mr Paul Young, 32 Forest Park Stillington

I support this application but would point out that currently the only transport access for heavy goods vehicles (HGV) to enter and exit the proposed area, would take HGV's through the village past the local primary school / the proposed Young Person's Care Home, through St John's Park, through Jasper Grove to get to the site. The return journey to get out the site would be via the above description. This poses significant Health and Safety Issues both to Children and Residents of the Village.

I would therefore propose that planning is approved for a site entrance to be located before the bend of the village entrance, allowing site vehicles to enter and exit the area, without going past the local School and Home, and having to enter via residential streets /not designed to carry the capacity of HGV's. Equally parts of Jasper Grove and St John's Park possess speed humps - which could create hazards for the HGVs to overcome.

I would also recommend that another exit from the proposed estate, if approved, is created that deviates traffic away from the proximity to the Primary School and Young Person's Care Home, to avoid future traffic issues.

Mr Ken Davies, 20 Jasper Grove Stillington

Access to and from Jasper Grove on to Morrison Street was designed for the current number of properties. Access to the development site was added at a later date. There are significant problems with the current Jasper Grove /Morrison Street access. Line of sight is poor. The Council have recognised this problem with a pedestrian Crossing, speed signs and yellow lines. However, the main problem comes at the start and end of the school day and also at shift changes on the industrial site. There have been a few accidents and a considerable number of close misses.

Simply adding additional car parking opposite the school does not solve the problem as line of sight coming out of Jasper Grove will remain an issue that will be made worse by the volume of traffic.

It would be more sensible to provide an alternative entrance to the new development from Morrison Street which would help to slow down traffic. This may be more expensive but S106 funding could be justified on the grounds of improved road safety

Mr David Stephenson, 15 St John's Park Stillington

My main concern would be regarding all the extra traffic generated during the construction of the houses and afterwards, during occupation by the new residents. The main road through the village, Morrison Street, is not the widest to begin with and the entrance to both St Johns Park and Jasper Grove are narrow. There is a large speed hump in the entrance to St Johns Park and there are usually a number of cars parked on the road making access and egress awkward at the best of times. This is exacerbated during the times when children are being dropped off and picked up from William Cassidi school, when there are cars parked all over the place. To have an extra estate of 54 houses, most of which are bound to have more than one vehicle, all entering and leaving via St Johns Park and Jasper Grove would be a traffic nightmare for the current residents and could easily result in a traffic accident, especially at times when people are coming and going from work or at school starting and finishing times.

PLANNING POLICY

Where an adopted or approved development plan contains relevant policies, Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that an application for planning permissions shall be determined in accordance with the Development Plan(s) for

the area, unless material considerations indicate otherwise. In this case the relevant Development Plan is the Core Strategy Development Plan Document and saved policies of the Stockton on Tees Local Plan

Section 143 of the Localism Act came into force on the 15 Jan 2012 and requires the Local Planning Authority to take local finance considerations into account, this section s70(2) Town and Country Planning Act 1990 as amended requires in dealing with such an application [planning application] the authority shall have regard to a) the provisions of the development plan, so far as material to the application, b) any local finance considerations, so far as material to the application and c) any other material considerations

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

National Planning Policy Framework

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

For decision-taking this means:

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

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

Saved Policy EN13 of the adopted Stockton on Tees Local Plan

Development outside the limits to development may be permitted where:

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

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

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

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
 - iii) 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 7 (CS7) - Housing Distribution and Phasing

1. The distribution and phasing of housing delivery to meet the Borough's housing needs will be managed through the release of land consistent with:
 - i) Achieving the Regional Spatial Strategy requirement to 2024 of 11,140;
 - ii) The maintenance of a 'rolling' 5-year supply of deliverable housing land as required by Planning Policy Statement 3: Housing;
 - iii) The priority accorded to the Core Area;
 - iv) Seeking to achieve the target of 75% of dwelling completions on previously developed land.
2. No additional housing sites will be allocated before 2016 as the Regional Spatial Strategy allocation has been met through existing housing permissions. This will be kept under review in accordance with the principles of 'plan, monitor and manage'. Planning applications that come forward for unallocated sites will be assessed in relation to the spatial strategy.
3. Areas where land will be allocated for housing in the period 2016 to 2021:
Housing Sub Area Approximate number of dwellings (net)
Core Area 500 - 700
Stockton 300 - 400
Billingham 50 - 100
Yarm, Eaglescliffe and Preston 50 - 100
4. Areas where land will be allocated for housing in the period 2021 to 2024:
Housing Sub Area Approximate number of dwellings (net)
Core Area 450 - 550
Stockton 100 - 200
5. Funding has been secured for the Tees Valley Growth Point Programme of Development and consequently the delivery of housing may be accelerated.
6. Proposals for small sites will be assessed against the Plans spatial strategy.
7. There will be no site allocations in the rural parts of the Borough

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

1. Sustainable residential communities will be created by requiring developers to provide a mix and balance of good quality housing of all types and tenure in line with the Strategic Housing Market Assessment (incorporating the 2008 Local Housing Assessment update).
2. A more balanced mix of housing types will be required. In particular:
 - _ Proposals for 2 and 3-bedroomed bungalows will be supported throughout the Borough;
 - _ Executive housing will be supported as part of housing schemes offering a range of housing types, particularly in Eaglescliffe;
 - _ In the Core Area, the focus will be on town houses and other high density properties.
3. Developers will be expected to achieve an average density range of 30 to 50 dwellings per hectare in the Core Area and in other locations with good transport links. In locations with a particularly high level of public transport accessibility, such as Stockton, Billingham and Thornaby town centres, higher densities may be appropriate subject to considerations of

character. In other locations such as parts of Yarm, Eaglescliffe and Norton, which are characterised by mature dwellings and large gardens, a density lower than 30 dwellings per hectare may be appropriate. Higher density development will not be appropriate in Ingleby Barwick.

4. The average annual target for the delivery of affordable housing is 100 affordable homes per year to 2016, 90 affordable homes per year for the period 2016 to 2021 and 80 affordable homes per year for the period 2021 to 2024. These targets are minimums, not ceilings.
5. Affordable housing provision within a target range of 15-20% will be required on schemes of 15 dwellings or more and on development sites of 0.5 hectares or more. Affordable housing provision at a rate lower than the standard target will only be acceptable where robust justification is provided. This must demonstrate that provision at the standard target would make the development economically unviable.
6. Off-site provision or financial contributions instead of on-site provision may be made where the Council considers that there is robust evidence that the achievement of mixed communities is better served by making provision elsewhere.
7. The mix of affordable housing to be provided will be 20% intermediate and 80% social rented tenures with a high priority accorded to the delivery of two and three bedroom houses and bungalows. Affordable housing provision with a tenure mix different from the standard target will only be acceptable where robust justification is provided. This must demonstrate either that provision at the standard target would make the development economically unviable or that the resultant tenure mix would be detrimental to the achievement of sustainable, mixed communities.
8. Where a development site is sub-divided into separate development parcels below the affordable housing threshold, the developer will be required to make a proportionate affordable housing contribution.
9. The requirement for affordable housing in the rural parts of the Borough will be identified through detailed assessments of rural housing need. The requirement will be met through the delivery of a 'rural exception' site or sites for people in identified housing need with a local connection. These homes will be affordable in perpetuity.
10. The Council will support proposals that address the requirements of vulnerable and special needs groups consistent with the spatial strategy.
11. Major planning applications for student accommodation will have to demonstrate how they will meet a proven need for the development, are compatible with wider social and economic regeneration objectives, and are conveniently located for access to the University and local facilities.
12. The Borough's existing housing stock will be renovated and improved where it is sustainable and viable to do so and the surrounding residential environment will be enhanced.
13. In consultation with local communities, options will be considered for demolition and redevelopment of obsolete and unsustainable stock that does not meet local housing need and aspirations.

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

1. In taking forward development in the plan area, particularly along the river corridor, in the North Tees Pools and Seal Sands areas, proposals will need to demonstrate that there will be no adverse impact on the integrity of the Teesmouth and Cleveland Coast SPA and Ramsar site, or other European sites, either alone or in combination with other plans, programmes and projects. Any proposed mitigation measures must meet the requirements of the Habitats Regulations.
2. Development throughout the Borough and particularly in the Billingham, Saltholme and Seal Sands area, will be integrated with the protection and enhancement of biodiversity, geodiversity and landscape.
3. The separation between settlements, together with the quality of the urban environment, will be maintained through the protection and enhancement of the openness and amenity value of:
 - i) Strategic gaps between the conurbation and the surrounding towns and villages, and between Eaglescliffe and Middleton St George.
 - ii) Green wedges within the conurbation, including:
 - _ River Tees Valley from Surtees Bridge, Stockton to Yarm;
 - _ Leven Valley between Yarm and Ingleby Barwick;
 - _ Bassleton Beck Valley between Ingleby Barwick and Thornaby;
 - _ Stainsby Beck Valley, Thornaby;
 - _ Billingham Beck Valley;
 - _ Between North Billingham and Cowpen Lane Industrial Estate.
 - iii) Urban open space and play space.
4. The integrity of designated sites will be protected and enhanced, and the biodiversity and geodiversity of sites of local interest improved in accordance with Planning Policy Statement 9: Biodiversity and Geological Conservation, ODPM Circular 06/2005 (also known as DEFRA Circular 01/2005) and the Habitats Regulations.
5. Habitats will be created and managed in line with objectives of the Tees Valley Biodiversity Action Plan as part of development, and linked to existing wildlife corridors wherever possible.
6. Joint working with partners and developers will ensure the successful creation of an integrated network of green infrastructure.
7. Initiatives to improve the quality of the environment in key areas where this may contribute towards strengthening habitat networks, the robustness of designated wildlife sites, the tourism offer and biodiversity will be supported, including:
 - i) Haverton Hill and Seal Sands corridor, as an important gateway to the Teesmouth National Nature Reserve and Saltholme RSPB Nature Reserve;
 - ii) Tees Heritage Park.
8. The enhancement of forestry and increase of tree cover will be supported where appropriate in line with the Tees Valley Biodiversity Action Plan (BAP).
9. New development will be directed towards areas of low flood risk, that is Flood Zone 1, as identified by the Borough's Strategic Flood Risk Assessment (SFRA). In considering sites elsewhere, the sequential and exceptions tests will be applied, as set out in Planning Policy Statement 25: Development and Flood Risk, and applicants will be expected to carry out a flood risk assessment.
10. When redevelopment of previously developed land is proposed, assessments will be required to establish:

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

Core Strategy Policy 11 (CS11) - Planning Obligations

1. All new development will be required to contribute towards the cost of providing additional infrastructure and meeting social and environmental requirements.
2. When seeking contributions, the priorities for the Borough are the provision of:
 - _ highways and transport infrastructure;
 - _ affordable housing;
 - _ open space, sport and recreation facilities, with particular emphasis on the needs of young people.

MATERIAL PLANNING CONSIDERATIONS

Principle of residential development

9. The proposed development is located on an unallocated site out-with the residential development limits for Stillington, and as such is contrary to Local Development Plan Policy which guides the location of new housing and which prevents certain development types outside of the defined limits of development. Notwithstanding this, the National Planning Policy Framework (NPPF) advises that Development Plan Policies for housing provisions should be considered as being out of date in instances where the authority cannot demonstrate a deliverable 5 year supply of housing. Stockton can only currently demonstrate a 4.08 year deliverable supply of housing (this calculation does not include two planning applications approved on the 1st April 2014 for 900 houses at Wynyard which are subject to a Section 106 Agreement which is yet to be signed). As such no weight can be reasonably afforded to the housing related policies within the development plan.
10. Emerging Strategic Policy SP2 '*Housing Spatial Strategy*' provides a site selection hierarchy for new residential development which places sustainability at its heart. This emerging policy prioritises sites in the order of Core area sites, the wider conurbation, Adjacent to the conurbation, New sustainable settlements and Village sites being last. Whilst noted, this is an emerging policy and there have already been significant recent permissions on some of the locations which would be considered as being a higher priority site within the emerging policy. Further to this, the council has undertaken a study which is aimed at planning the future of the Boroughs rural villages. Within that study, Stillington is classed as a Tier 1 village which is considered to be a sustainable location for housing development and where infill development is considered to be appropriate. Whilst this scheme goes beyond what would normally be considered to be infill development, given the presumption in favour of development within the NPPF, the need for housing, this site being away from the other recently approved sites to the south of the Borough and in a sustainable village where there is employment, a school, community centre and recreational opportunities, the principle of residential development in Stillington is considered to be acceptable.
11. The applicant's agent envisages that all of the development could be undertaken within a 5 year period, thereby achieving a reasonable contribution towards the 5 year supply. Conditions imposed would allow the development to be commenced following the approval of the reserved matters applications and within a 4 year period which should ensure the development contributes to the 5 year supply upon which this determination is being based.

Sustainability

12. The council's development plan and the NPPF support development being located at the appropriate location, being sustainable to assist with reducing the need to travel. As detailed above, Stillington is considered to be a sustainable village for some new housing development although it is accepted that some journeys would need to be made to fulfil normal daily life. There are some services and provisions within the village which will assist in reducing that need whilst there is a large employer within the village and new housing may be able to support such a use through providing opportunity for staff to relocate to the village.
13. Core Strategy Policy 2 (CS2) - *Sustainable Transport and Travel*, suggests that accessibility will be improved and transport choices 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 healthy lifestyles. Stillington is not well connected to the surrounding networks in terms of footpaths and cycleways, being a village surrounded by countryside, the Parish Council have highlighted inaccuracies in the submission in that Stillington does not have a train service, cycle routes are undesirable and the bus service arrangements are not as stated. Residents further suggest that the village is not sustainable and that its amenities are limited to a small shop, takeaway, hairdressers and doctors surgery.
14. Officers are aware of these matters and accept that development in Stillington will have reliance on the private motor car and on public transport. Bus stops are located on Morrison Street and the Transport Statement outlines that the nearest stop as being approximately 120m from the site and that potential residents would have access to Service 84 and Service 6, although Service 6 has been removed from service. Service 84 provides an hourly service from 07:45 through to 18:45 to Stillington, linking it to surrounding villages, Stockton Train Station and Stockton Centre Monday through to Saturday. New housing development within the village may assist in this remaining service being viable and to assist with this, the Head of Technical Service has recommended that the development provides welcome packs for new occupants which should provide details of sustainable travel options (bus timetables / cycle route map) to encourage sustainable travel behaviour amongst residents from the outset of the development. An informative has been recommended to address this matter.
15. Whilst there are more sustainable locations, new housing in this village, is considered to be sufficiently sustainable. Further to this, the development, by way of Section 106 Agreement, would contribute to the provision of improvement to off-site recreation by supporting the provision of a multi use games area within the village which will arguably improve recreational opportunities within the village.

Indicative details

16. As the submission is in outline form, matters of access, layout, landscaping, scale and appearance of the development would all be dealt with by further submissions and considered accordingly. The details submitted are provided indicatively to demonstrate a development of the type being proposed can reasonably be achieved. These are considered as follows;

Access and highway related considerations

17. The Parish Council and others consider that the proposed access road from St John's Park and Jasper Grove into the new development is inadequate for the number of houses and the associated highway was not designed to deal with this number of cars. The entrance to St John's Park is already the only access from the main road through Stillington for 60 houses. The proposed development would take the total to over 100. They suggest that

the access in and out of St John's Park is already difficult at busy times of day, particularly when pupils are being picked up and dropped off at William Cassidi School and when shifts change at the Industrial Estate. The Parish Council indicate that they regularly receive complaints about cars parking in the estate and despite occasional visits from the Enforcement Team and regular requests from the school asking parents to park considerately, they suggest the situation does not improve. Residents suggest that vehicles park on the highway and partly on the pavements within St. Johns Park and this reduces the width of the highway for moving traffic.

18. Objectors highlight that the expansion of the large employer on the industrial estate has resulted in an increase in large vehicles throughout the village and cars associated with shift changes. Residents are suggesting a roundabout should be part of these plans, placed at the entrance to the village, suggesting this would be a safer access which could give access directly into the new estate and to the rest of the village and which would also make the construction process more manageable as construction traffic would be particularly problematic negotiating through the existing housing estate. Objectors have also suggested that the road between Whitton and Stillington should all be made 30mph.
19. Notwithstanding these suggestions, the Head of Technical Services considers that the anticipated traffic flows into and out of the estate are insufficient to warrant any objection to the scheme taking into account the capacity of the highways and they have raised no concerns of existing carriageway widths within the estate. The Parish Council have highlighted that Stillington has expanded significantly in the last 20 years and that current applications will continue this. They suggest that it is time that general improvements are made to the road network in the area, particularly between Stillington and Old Stillington to ensure that the risk of road accidents is minimised and suggest these are incorporated into this development. Whilst noted, carriageway improvement to the existing highway should not be made a requirement of new development as it is not the impact of the individual scheme.
20. The access into the proposed development would be located off Jasper Grove which connects to Morrison Street which is the main road through the village. The submission also indicated a footpath link from the development directly out onto Morrison Street and a school drop off / lay-by on Morrison Street as shown below.

Plan Extract 1.



21. The Head of Technical Services considers the provision of a lay-by opposite the school could result in pedestrians crossing the road at unmarked locations and vehicles double parking or carrying out 'u' turn manoeuvres which would have a detrimental impact on highway safety and this approach is not supported. Instead, a request has been made and accepted for a more appropriate scheme of highway works at this position for the implementation of a school zone / advisory 20mph outside the school which would be achieved by the S106 Agreement.
22. Beyond the access off Jasper Grove, the indicative layout shows an internal spine road and cul de sac's and private drives leading off it. This type of layout is generally acceptable although the layout shown indicatively details too many properties served off the private drives and other matters which would not be acceptable. These matters would need to be addressed prior to the submission of any reserved matters details as would the provision of adequate parking within the site and reasonable manoeuvring within the highway for refuse vehicles and other large vehicles.
23. There are three current planning applications in Stillington for housing. This application for 54 houses, a scheme of 39 affordable houses at the opposing end of the village and a further application on the site of the working men's club for 23 houses. The Parish Council have requested that consideration is given to the accumulation of these applications as well as the approved wind farm scheme and the associated construction traffic. The Parish Council have questioned whether it is possible to attach planning conditions that will reduce the cumulative effect of the disruption caused by the work that will be underway. The Head of Technical Services has requested a Construction Management Plan be submitted to ensure that construction works do not have a detrimental impact on the highway and a condition is recommended to achieve this.
24. Suggestion has been raised by objectors that the development be made to contribute towards a dedicated safe cycle route from Stillington which links with nearby villages and Stockton with costs being made by the developer. Whilst this suggestion is understood, distances between settlement and onto Stockton are significant and would involve many areas of private land. Due to the enormity of such a scheme, it is considered that such a provision could not be justified as part of the development.

Layout

25. The site layout is indicative, showing access into the site and properties laid out around a series of cul de sacs. The layout is generally acceptable, however, there is a strong semi mature landscape buffer around two sides of the site which will mature and will cast shade onto the site as well as having its root zones spreading into the site. Any detailed layout at reserved matters stage needs to address this matter as in its current form, the layout would be unacceptable. The layout demonstrates that reasonable internal planting arrangements can be met to green the street scene.
26. Opposing distances between properties for privacy and gardens provided for amenity all appear to be achievable. Boundary treatments would all form part of future submissions as they need to be relative to a detailed layout. Although public open space is shown on the indicative layout plan, it is envisaged that this is of limited if any value to the site and would be better provided as extended garden areas to prevent long term maintenance issues arising.
27. Whilst residents have objected on grounds of overshadowing, loss of privacy and similar matters, the layout demonstrates reasonable intervening distances can be achieved which would be reflective of the existing estate, however, these need to be considered in detail at reserved matters stage and residents would be consulted on any such submissions.

28. The retention of the existing buffer planting and addition of new planting within the development is considered to accord with Core Strategy Development Plan Policy CS3 which requires proposals to make a positive contribution to the local area, by protecting and enhancing important environmental assets, biodiversity and geo-diversity, responding positively to existing features of natural, or local character, including hedges and trees.

Landscape Designation

29. Although the site is located within an area of landscape having limited capacity for change as defined within the Stockton-on-Tees Landscape Character Assessment and Capacity Study (July 2011), this is general to a wide area and this site has specific circumstances in that it is buffered from the open countryside and it borders the urban area of the village. As such, this character assessment is considered to have little weight when considering the impacts of this scheme.

Scale

30. The scale of development is likely to include a mix of house types and sizes which should be able to be in keeping with the surrounding area where there is already a mix of houses, bungalows and other buildings including the school and church. These matters would be established in detail via a reserved matters application.

Appearance

31. Residents consider that the development will be out of keeping with the character of existing housing although all matters are reserved for later consideration and a detailed assessment of this is unable to be made at the present time.

Flood Risk and Drainage

32. The Parish Council and residents have raised concerns over the potential for the development of the site to affect surface water run-off, flooding and create problems for foul drainage if the infrastructure is not in place to deal with these matters.
33. The Flood Risk Assessment (FRA) submitted with this application indicates that the surface water drainage is to be directed to the public sewerage system and as such, the Environment Agency has no objections to the proposals on flood risk grounds as this would be a matter for Northumbrian Water to control. Northumbrian Water have indicated that the developer has made a pre-development enquiry where it was indicated that surface and foul water can be discharged to existing manholes and that flows meet their requirements and therefore have no issues subject to the application being carried out in strict accordance with the Flood Risk and Drainage Assessment Revision B. A condition is recommended accordingly.
34. The Head of Technical Services has assessed the FRA and is satisfied that the development will not increase the flood risk to the area.
35. In view of the comments from these professionals, it is considered that there is no undue risk to flooding of the site or the surrounding area as a result of the proposed development which itself is located within Flood Zone 1, an area at low risk from flooding.

Affordable Housing

36. Policy CS7 of the core strategy requires new housing development of this type to provide between 15 and 20% affordable housing provision on site whilst the NPPF suggests that in rural areas, local planning authorities should consider whether allowing some market housing would facilitate the provision of significant additional affordable housing to meet local needs. In view of the market housing already been justified, the scheme needs to comply with CS7 and the applicant has already advised a willingness to provide affordable housing levels within the appropriate range.

37. The Councils 2013 Rural Housing Needs Assessment evidences a need for affordable housing across the rural area of Stockton-on-Tees suggesting there is an annual shortfall of around 27 dwellings each year or 132 over the 5 year period 2013/14 to 2017/18. Specifically in relation to the Stillington and Whitton parish group, the study shows an annual net affordable housing shortfall of 20 dwellings. The proposal would provide a good provision towards meeting this target and is considered to be in line with this guidance. A condition is recommended to control the tenure mix and provision mechanisms for the affordable units.

Archaeology

38. Tees Archaeology have advised that they have checked the Historic Environment Record for the area and there are no sites of relevance to the development area within the near vicinity, highlighting that Stillington is a 19th century settlement that developed around the adjacent railway and an Iron Works and that the site in question is largely greenfield, with some past use as allotments. Tees Archaeology indicate there to be no known archaeological interest at the site. In view of these matters, it is considered that the sites redevelopment would not unduly affect archaeological remains.

Land contamination and pollution

39. The Councils Environmental Health Officer has advised of no objection to the scheme, although has made suggestions that a Phase II land contamination study is undertaken in line with the guidance of the Phase 1 study report submitted as part of the application and that construction working hours are limited to prevent undue impacts on existing residents through the construction phase of the development. Conditions are recommended accordingly.

Ecology

40. The application site is a rough paddock which is currently grazed and the application has been submitted with an ecological assessment of the site in order to demonstrate the likely impacts of the scheme on ecology and bio-diversity based on a site walk over from an ecologist. The submitted report indicates that the site is not in close proximity to any designated sites other than the Stillington Forest Park Local Nature Reserve on the opposite side of the village and the Whitton Bridge SSSI. The site is highlighted as being grassland, trees and shrubs and although not a priority habitat, it is a habitat which will support local wildlife in particular common birds which were observed in the adjacent woodland belt. The survey indicates that risk to protected species was low due to the nature and location of the site although highlighted the potential for foraging bats and breeding birds. In view of this the ecological report recommends that the plantation woodland belts adjacent to the development are retained to provide habitat for breeding birds, foraging bats and other species with an additional recommendation that the non native laurel is removed due to its low wildlife value and replaced with native shrub species such as holly and hazel as well as some scrub clearance. The woodland belt is out-with the application site and the recommendations within the ecological report are considered to be suggestions which are not specifically relevant to the development being proposed. As such, no requirements for these are being made part of this recommendation.
41. A resident has indicated that there are bats in an adjacent garden and confirmed therefore that the site may be used by foraging bats.
42. Natural England has made no objections to the proposed development of the site.

Open Space and Recreation provision

43. Residential development schemes are required under Core Strategy Policy CS11 to make relevant contributions towards open space, recreation and landscaping. There is no such

provision being made on site and as such, contributions are being sought for the provision to be made off site by way of financial contribution. The Council's Countryside and Open Space section have indicated schemes in Stillington which are considered to be suitable for housing development to contribute to.

Other matters

44. The Police Architectural Liaison Officer has highlighted principles of the Secure by Design philosophy to adopt crime prevention measures in these new developments. Advice is given to the appropriate use of boundary fences and gates with locks is utilised, demarcation between private and public space, house security features and other similar matters. These would become more relevant at the reserved matters stage and do not affect the consideration of the principle of development which this application seeks to establish.
45. Residents object to the scheme based on de-valuation of property prices however, this is not a material planning consideration.
46. Residents raise a point that the and required to provide the access into the site was intended to be built on for a single dwelling, not to provide access to a further site. Whilst noted, this is not a matter which affects the suitability or otherwise of the proposed scheme.
47. Objection has been raised on grounds that the access would be too close to existing boundary with 7 Jasper Grove. Whilst noted, the access will essentially be an extension of the existing cul-de-sac arrangements and the existing road through the St. John's Park estate already runs in close proximity to existing properties. In view of this, it is considered that the proposed access would generally reflect the layout of development already within the estate.
48. Residents indicate that their existing views of the North York Moors would be lost, however, there is no right to a view in planning terms. Notwithstanding this, the layout, property types and scale are all reserved matters issues.
49. An objector has advised that the application site used to be used by children and adults in the village as recreation space but was recently fenced in and horses put on it to graze. Whilst noted, the land is private and has not been formal recreation space and as such this matter does not affect the consideration of the application.
50. Objection has been raised about a loss of view of the night sky due to light pollution, and that the telephone exchange already struggles to provide reasonable internet access. Light pollution is considered as being limited by the nature of the scheme and would not significantly affect this matter more than any other housing scheme. Internet access or poor connections is a matter for providers to deal with.
51. An objector has advised that admittance of children to William Cassidi School in the village has become difficult to obtain, with the inclusion of surrounding villages and as far reaching as Wynyard with the suggestion that this new development will result in overcrowding of this small school although this is a fluctuating situation and local children gain preference to local schools.
52. Residents have indicated that there has been a mix of properties for sale in Stillington for extended periods of time which suggests there is no need for further properties. Whilst noted, the council is unable to demonstrate a 5 year deliverable supply of housing and as such needs to consider the scheme which is intended to deliver out within the 5 year period.

53. Objection has been made that this is a greenfield site and that new housing should be focussed on brownfield sites. Whilst council policy supports a presumption in favour of a greater number of Brownfield completions than Greenfield, it is some of the larger brownfield permissions within the borough that have stalled and which affect the ability to demonstrate a 5 year deliverable housing supply and which makes the development of greenfield sites more necessary in the short term.
54. Northern Gas Networks have advised that they may have apparatus in the area and an informative is recommended to address this.

CONCLUSION

55. Although this proposal is out-with the limits for development, there are no designations on site or circumstances which would outweigh the matters of the need for a deliverable 5 year supply of housing. The site is considered to be of a scale to allow the amount of development being proposed and it is recommended that the application be Approved with Conditions for the reasons specified above and subject to the Section 106 Agreement as detailed within the Heads of Terms.

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

WARD AND WARD COUNCILLORS

Ward Western Parishes
Ward Councillor Councillor Andrew Stephenson

IMPLICATIONS

Financial Implications:

There are no known financial implications in determining this application beyond those detailed in the Heads of Terms.

Legal Implications:

There are no known legal implications in determining this application.

Environmental Implications:

The assessment of the application has taken into account the impacts on wildlife and ecology, the general character and appearance of the area as well as impacts on adjoining properties and the adjacent landscaping. It is considered that there would be no undue impacts on these receptors. Detailed considerations are listed within the 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 which has included an assessment of people's representations and a weighting up of the points raised. It is considered that no existing residents would be severely affected by the proposed development although the layout and scale of development is yet to be detailed via reserved matters submissions.

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.

Within this report consideration has been given to implications of increased traffic movements and the need for traffic calming. There are no other notable impacts on community safety recognised within the assessment of the proposed development.

Background Papers:

SBC - Regeneration and Environment DPD - Preferred Options draft
Stockton on Tees Landscape Capacity Study (White, Young Green)