

**DELEGATED**

**AGENDA NO  
PLANNING COMMITTEE  
22 APRIL 2015  
REPORT OF CORPORATE DIRECTOR,  
DEVELOPMENT AND NEIGHBOURHOOD  
SERVICES**

**15/0194/REM**

**Land South Of Green Lane, Yarm,**

**Application for reserved matters approval (appearance, landscaping, layout and scale) for the erection of 341.no dwellings, additional railway station car parking, infrastructure, open space and landscaping**

**Expiry Date: 11 May 2015**

### **SUMMARY**

Outline planning consent was granted in 2013 for up to 370 dwellings, additional railway station parking, access, infrastructure, open space and landscaping on land south of Green lane, Yarm (12/1990/EIS). The principle of the development has therefore been established; all matters were reserved except for access as part of the original approval.

This application is a reserved matters application for the appearance, landscaping, layout and scale for the erection of 341 dwellings, additional railway station car parking, infrastructure, open space and landscaping.

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

### **RECOMMENDATION**

**That planning application 15/0194/REM be approved subject to the following conditions and informatives below;**

**01     *The development hereby permitted shall be begun before the expiration of Three years from the date of this permission.***

***Reason: By virtue of the provision of Section 91 of the Town and Country Planning Act 1990 (as amended).***

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

<b>Plan Reference Number</b>	<b>Date on Plan</b>
1423.B.201	23 January 2015
1423.B.202	23 January 2015
1423.B.203	23 January 2015
1423.B.204	23 January 2015
1423.B.205	23 January 2015
1423.B.206	23 January 2015
1423.HT.116	23 January 2015
1423.HT.117	23 January 2015
1423.HT.118	23 January 2015
1423.HT.119	23 January 2015
1423.HT.120	23 January 2015
1423.HT.121	23 January 2015
1423.G.300	23 January 2015
1423.G.301	23 January 2015
1423.G.302	23 January 2015
1423.G.303	23 January 2015
1423.G.304	23 January 2015
1423.B.200	23 January 2015
1423.HT.101	23 January 2015
1423.HT.102	23 January 2015
1423.HT.103	23 January 2015
1423.HT.104	23 January 2015
1423.HT.105	23 January 2015
1423.HT.106	23 January 2015
1423.HT.107	23 January 2015
1423.HT.110	23 January 2015
1423.HT.111	23 January 2015
1423.HT.112	23 January 2015
1423.HT.113	23 January 2015
1423.HT.114	23 January 2015
1423.HT.115	23 January 2015
1423.HT.170	23 January 2015
1423.HT.171	23 January 2015
1423.HT.172	23 January 2015
1423.HT.173	23 January 2015
1423.HT.188	23 January 2015
1423.HT.189	23 January 2015
1423.HT.124	23 January 2015
1423.HT.125	23 January 2015
1423.SUB.500	23 January 2015
1423.HT.100	23 January 2015
1423.HT.143	23 January 2015
1423.HT.146	23 January 2015
1423.HT.147	23 January 2015
1423.HT.154	23 January 2015
1423.HT.155	23 January 2015
1423.HT.156	23 January 2015
1423.HT.157	23 January 2015
1423.HT.164	23 January 2015
1423.HT.165	23 January 2015

1423.HT.166	23 January 2015
1423.HT.167	23 January 2015
1423.HT.168	23 January 2015
1423.HT.169	23 January 2015
1423.HT.122	23 January 2015
1423.HT.123	23 January 2015
1423.HT.126	23 January 2015
1423.HT.127	23 January 2015
1423.HT.128	23 January 2015
1423.HT.129	23 January 2015
1423.HT.130	23 January 2015
1423.HT.131	23 January 2015
1423.HT.132	23 January 2015
1423.HT.133	23 January 2015
1423.HT.134	23 January 2015
1423.HT.135	23 January 2015
1423.HT.136	23 January 2015
1423.HT.137	23 January 2015
1423.HT.138	23 January 2015
1423.HT.139	23 January 2015
1423.HT.140	23 January 2015
1423.HT.141	23 January 2015
1423.HT.142	23 January 2015
1423.HT.190	23 January 2015
1423.HT.191	23 January 2015
14.1423.10	23 January 2015
Y81.930.05	23 January 2015
SK001/002A	2 April 2015
SK001/003A	2 April 2015
SK001/004A	2 April 2015
SK001/005A	2 April 2015
C2001 B	2 April 2015
C2004 B	2 April 2015
C2002 A	2 April 2015
C2003 A	2 April 2015
1423 04	2 April 2015
ADDINGHAM-TYPE1-AS(1)	2 April 2015
ADDINGHAM-TYPE1-OP(1)	2 April 2015
Y81.930.21	2 April 2015
SANDRINGHAM13	2 April 2015
SANDRINGHAM13	2 April 2015
P-BESWICKT1	2 April 2015
P-GRASSINGTONT1(AS)	2 April 2015
P-GRASSINGTONT1(OP)	2 April 2015
P-GRASSINGTONT3(AS)	2 April 2015
P-HARROGATET1(AS)	2 April 2015
P-HARROGATET1(OP)	2 April 2015
P-HARROGATET3(OP)	2 April 2015
P-ILKLETT1(AS)	2 April 2015
P-ILKLEYT1(OP)	2 April 2015
P-ILKLEYT3(AS)	2 April 2015
P-ILKLEYT3(OP)	2 April 2015
P-KNARESBOROUGH1(AS)	2 April 2015
P-KNARESBOROUGH1(OP)	2 April 2015
P-KNARESBOROUGH3(AS)	2 April 2015

<i>P-KNARESBOROUGH3(OP)</i>	<i>2 April 2015</i>
<i>P-SALTAIRET1(AS)</i>	<i>2 April 2015</i>
<i>P-SALTAIRET1(OP)</i>	<i>2 April 2015</i>
<i>P-SETTLET1(AS)</i>	<i>2 April 2015</i>
<i>P-SETTLET1(OP)</i>	<i>2 April 2015</i>
<i>P-SETTLET2(AS)</i>	<i>2 April 2015</i>
<i>P-SETTLET2(OP)</i>	<i>2 April 2015</i>
<i>P-SETTLET3(AS)</i>	<i>2 April 2015</i>
<i>P-SETTLET3(OP)</i>	<i>2 April 2015</i>
<i>P-SHIPLEYT1(AS)</i>	<i>2 April 2015</i>
<i>F112-11</i>	<i>April 2015</i>
<i>F114-11</i>	<i>April 2015</i>
<i>F115-11</i>	<i>April 2015</i>
<i>1423-01 REV C</i>	<i>9 April 2015</i>
<i>Y81.930.04 REV D</i>	<i>9 April 2015</i>
<i>741_01 REV D</i>	<i>9 April 2015</i>
<i>P-GRASSINGTONT2(OP)</i>	<i>2 April 2015</i>

***Reason: To define the consent.***

***03. This approval relates solely to this application for the approval of Reserved Matters and does not in any way discharge condition numbers 7, 8, 12, 14, 19 and 24 contained in the Outline Planning Approval reference 12/1990/EIS which still require the submission of specific details and the written approval of the Local Planning Authority.***

***Reason: For the avoidance of doubt and to define the consent.***

***04. Prior to the use of the allotments shown on drawing 741\_01 Rec C: Landscape Strategy, an Allotment Management Plan, shall be submitted to and approved by the Local Planning Authority. The Allotment Management Plan shall set out the usage parameters for allotment holders; boundary treatments / means of enclosure to delineate the individual plots; provision and supply of water to each plot; scale and type of building to be installed on each plot and surfacing of the access tracks to each plot. The Allotment Management Plan shall be implemented in accordance with the approved scheme unless otherwise agreed in writing with the Local Planning Authority.***

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

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

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

#### **Informative 1: National Planning Policy Framework**

The Local Planning Authority has by the resolution of satisfactory details and the identification and imposition of appropriate planning conditions worked in a positive and proactive manner based on seeking solutions to problems arising in dealing with the planning application

## **BACKGROUND**

1. This is a reserved matters application for residential development comprising 341 dwellings. The principle of the development has been established by the Outline planning permission and this application is purely concerned with the Reserved Matters details required to be submitted for approval.
2. The outline application was accompanied by a Design and Access Statement and Illustrative Masterplan which set out the concepts and proposals for the development of the site and provides a basis for the determination of future reserved matters applications. A condition attached to the outline planning permission requires these details to be broadly in accordance with the Design and Access Statement and Illustrative Masterplan. The development of the design of the housing scheme has taken place against the backdrop of the overall approved masterplan for the site.

## **SITE AND SURROUNDINGS**

3. The application site is located at the south western edge of the built up area of Yarm and consists of agricultural fields and includes Yarm Railway Station and associated car parking. The site extends to approximately 21 hectares and is bounded by Green Lane to the north; Far End Farm to the west; a railway line to the east and woodland around Saltergill Beck to the south.
4. The site comprises farmland, divided by hedges into five large fields and is generally flat although the land does fall away sharply to the southern edge of the site as the farmland gives way to the edge of the woodland around Saltergill Beck (See Appendix 1 – Site location Plan).

## **PROPOSAL**

5. The design takes account of physical characteristics such as the presence of an overhead power line which affects the western boundary and the mature landscape groupings of wood land and the watercourse to the south.
6. Vehicular access from 2 access points onto Green Lane to the northern boundary is in accordance with that submitted in detail and approved as part of the outline permission. Pedestrian and cycle links are incorporated into the overall layout and are aligned with the existing public right of way to the western boundary.
7. The Reserved Matters proposals comprise a total of 341 residential dwellings (Comprising 1, 2, 3, 4 and 5 bedroom properties). Provision is made for 20% affordable housing.
8. In addition to the residential dwellings, the development will also comprise the provision of allotments, play space and landscaping.
9. The predominant scale of the scheme is 2 storeys in height with elements of 2.5 storey housing. The proposal also offers a varied range of density across the whole development and will create a variety of character areas and add visual interest. The main materials will be brick with a mixture of buff and red brick and the dwelling designs are traditional in appearance.
10. Allotments are proposed to the western section of the site. The southern fringe of the site features a wooded beck valley and it is proposed to preserve an area of open space grassland as an area of biodiversity between the housing and woodland. This area will also provide for the development of ponds as part of a sustainable drainage system for the housing development and form a wildlife habitat and landscape feature.

11. The proposal also includes land for an extension to the Yarm Station car park to encourage more use of rail services from Yarm Station.

## **CONSULTATIONS**

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

### Network Rail

We have reviewed the proposal and supporting documents and can confirm that at this stage we have no comment to make on the application to erect 342 dwellings, additional railway station parking, infrastructure, open space and landscaping on land South of Green Lane Yarm.

### Spatial Plans Manager

The application is for a site that benefits from outline planning permission. The planning permission is also re-affirmed in draft policy H1-New Housing Sites in the emerging Regeneration and Environment Local Plan (RELP). The principle of residential development has therefore clearly been accepted on the site.

The site is expected to contribute to the supply of housing that it is delivered within five years and is consistent with the emerging RELP. The Spatial Planning team support the broad principle of residential development on this site subject to the case officer determining that the application satisfactorily addresses the important issues of appearance, landscaping, layout and scale.

### The Environment Agency

Thank you for referring the above application which we received on 11 February 2015.

### Environment Agency's Position

We have NO OBJECTIONS to the development proposal as submitted. However, we have the following advice/comments to offer:

Please note that the advice and conditions set out in our previous letter dated 18 September 2012 (ref: NA/2012/108346/01-L01) are still applicable.

### Biodiversity and Landscaping – Advice to LPA/Applicant

National Planning Policy Framework (NPPF), paragraph 109 states that the planning system should aim to conserve and enhance the natural and local environment by minimising impacts on biodiversity and providing net gains in biodiversity where possible, contributing to the Government's commitment to halt the overall decline in biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures. Paragraph 118 of the NPPF also states that opportunities to incorporate biodiversity in and around developments should be encouraged.

In order to ensure the protection of wildlife and supporting habitat and to secure opportunities for the enhancement of the nature conservation, it is recommended that the following measures are undertaken:

- The ponds shown in the plans are designed for wildlife access and egress at least for part of the circumference;
- Any proposed structure planting near a watercourse and Saltersgill Beck should only comprise of native species.
- The Landscape strategy drawing 741\_01 details the planting list. It is recommended that some of the species for use in or near the ponds are deleted from the marginal /aquatic list as they are not native to this area or are very rare. These are as follows:

- Carex ovalis

- Hippuris vulgaris
  - Nuphar lutea
  - Ranunculus lingua
  - Rorippa microphylla.
- With respect to the tree list, it is recommended that Salix babylonia is not used near the ponds. It should be substituted by native species such as Salix caprea or Salix cinerea. Although the latter does not have the architectural form of Salix babylonia, they will attract a greater range of wildlife.
  - It is also suggested that Acer psuedoplatanus is not used. Acer campestre could be used instead as they provide greater wildlife benefits and more year round interest.
  - It is recommended that Salix alba is replaced by English oak, Quercus robur.

#### Environmental Health Unit

I have had a look at the above application and I have no further comments to add following Environmental Health's previous comments back in 2012.

#### Middlesbrough Borough Council Planning Department

The access arrangement is in accordance with that submitted in detail and approved as part of the outline permission. The principle and scale of residential development has already been established by the outline consent (12/1990/EIS) for up to 370 dwellings granted on 12 July 2013. The current reserved matters application does not raise additional strategic planning matters from a Middlesbrough perspective.

#### Natural England

Thank you for your consultation dated and received by Natural England on

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

Natural England has previously commented on this proposal and made comments to the authority in our previous letters.

The advice provided in our previous response applies equally to these reserved matters although we made no objection to the original proposal.

Should the proposal be amended in a way which significantly affects its impact on the natural environment then, in accordance with Section 4 of the Natural Environment and Rural Communities Act 2006, Natural England should be consulted again. Before sending us the amended consultation, please assess whether the changes proposed will materially affect any of the advice we have previously offered. If they are unlikely to do so, please do not re-consult us.

#### National Grid Transmission Asset Protection Team

National Grid has No Objection to the above proposal which is in close proximity to a High-Pressure Gas Pipeline - Feeder 06 Elton to Pickering and High Voltage Transmission Overhead Line 4VC.

I have enclosed a location map to show the location of National Grid high-pressure gas pipeline(s) within the vicinity of your proposal and associated information below.

#### Northumbrian Water Limited

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

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

In our response dated 18th October 2012 to the original planning application ref. 12/1990/EIS, we highlighted some concerns regarding the capacity of the sewerage network and sewage pumping stations in the area for accommodating the additional foul flows. The planning application was subsequently revised to reduce the number of dwellings from 735 to 370 and we then provided an updated response dated 21st March 2013 stating that the development could be accommodated providing foul flows are not directed to the sewers on the northern side of the site.

We would now like to update our position with regards to this development. We have been in discussions with the developer through our pre-development enquiry process and have confirmed that we can accommodate the foul only flows from the development at manhole 0601 on the 300mm diameter foul sewer at Grey Close. We also recommended contacting the developer at Morley Carr Farm to discuss any interactions between the two sites. As the developer has yet to develop a detailed drainage strategy for the site, we would request the following condition which more accurately reflects our current position:

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

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

#### The Ramblers Association

Thank you for your recent emails concerning the Green Lane planning application and our comments on the effect on the course of Kirklevington FP No. 4.

We are satisfied that the general line of the PRoW is to be maintained. Do you have any details for the width and surface of the path within the development? I note that the width of the existing path from Green Lane alongside Far End Farm is barely 1 metre wide and does not meet the Ramblers standard.

#### Highways Agency

Further to the Highways Agency's direction in reference to the Outline application (Ref 12/1990/EIS) for this development dated 27 February 2015 stating that we have approved of this development provided that conditions stated are met, we have reviewed the Reserved Matters application and wish to reiterate this position.

#### Condition 1

Prior to construction of any development on the site, details of improvements to the A19/A67 Crathorne Interchange (as seen on ref: SAJ Transport Consultants Ltd drawing JN0621-Drawing 0027B) shall be submitted to and approved in writing by the local planning authority, in consultation with the Highways Agency.

#### Condition 2

Prior to occupation of any dwellings on site, the required improvements to the A19/A67 Crathorne Interchange (as set out in condition 1) shall be completed to the satisfaction of the local planning authority, in consultation with the Highways Agency.

#### Sport England

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

#### Built and Natural Environment Manager

Executive Summary



This application is for Reserved Matters approval with regards to access, appearance, landscaping, layout and scale. The principle of the development, including the highway impact and necessary mitigation, has been agreed as part of the outline planning consent (12/1990/EIS).

This memorandum takes account of the following drawings, some of which have been revised, following comments from the Highways, Transport & Environment Manager:

- Drawing 1423-01 Rev C – Planning Layout 1 of 2
- Drawing Y81:930.04 Rev D – Site Layout
- Drawing 1423-03 Rev D – Composite Layout
- Drawing 741\_01 Rev D – Landscape Strategy

Having reviewed the latest plans the Highways, Transport & Environment Manager considers that the proposals submitted are acceptable in terms of access, appearance, landscaping, layout and scale. Therefore subject to specific details, being secured by the appropriate condition as included in the outline approval (12/1990/EIS), in relation to the following:

- Hard landscaping;
- Boundary treatments;
- Open spaces;
- Flood Risk Management;
- Planting species; and
- Existing Trees and Hedges.

The Highways, Transport & Environment Manager has no objection to the proposals.

Detailed comments and additional conditions required are included in Appendix 1 and Appendix 2 respectively.

#### Appendix 1 - Detailed Comments

##### Highways Comments

##### Layout

The proposed development has been designed in accordance with the Council's Design Guide and Specification (Residential and Industrial Estates Development) and Supplementary Planning Document 3: Parking Provision for New Developments.

The main routes through the site meet the necessary Design Guide standard and provide a 2m wide footway on both sides of the carriageway. From the main access road there are shared surface routes as shown on Drawing 1423-03 Rev D – Composite Layout. The Design Guide recommends a carriageway width of 4.1m within shared surface areas and this has been achieved within the development layout, therefore, within the shared surface areas there is sufficient space for pedestrians on the outside of the main vehicle running track to maintain a safe walking route. Auto-tracking demonstrates that for the routes that are expected to become public highway that there is sufficient space for a large vehicle to manoeuvre around the site.

The applicant will need to enter into a Section 38 Agreement for the highway, footpaths shared spaces, verges and highway trees which will become highway maintainable at the public expense. The property boundaries as shown do however leave areas of garden / road that are not within the highway; it is assumed these areas would be privately managed or title transferred.

Junctions have at least 2.4m by 43m visibility splay. Other than clear stemmed trees any vegetation or boundary treatment within a drivers visibility splay must be below 0.6m in height. It is noted that full planting plans and therefore plant species within the viability splays remain controlled by condition.

Some of the plots located on the private driveways are located more than 25 from the adopted highway but acceptable bin collection points have been provided on the driveways at a suitable location within 25m of the public highway.

Footway links to Green Lane have been accommodated at several locations along the northern boundary of the site. This provides sufficient pedestrian permeability through the site. Off-site highway works that are required, including an additional pedestrian crossing on Green Lane, are detailed within the Section 106 Agreement for the outline planning application (12/1990/EIS).

#### Parking Provision

Car parking has been detailed in accordance with Supplementary Planning Document 3 (SPD3): Parking Provision for New Developments. The residential parking standards are:

- Five bedroom dwellings – four parking spaces per dwelling;
- Four bedroom dwellings – three parking spaces per dwelling;
- Three and two bedroom dwellings – two parking spaces per dwelling;
- Affordable housing – one space per dwelling (with the ability to provide an additional space if required).

In accordance with SPD3, incurtilage parking should be 6m in length and a garage will only be counted as a parking space if it meets the minimum internal dimensions of 6m x 3m (and 6m x 5.5m for a double garage). Details have been provided illustrating the garage dimensions and drive lengths and these are acceptable.

#### Allotments

The allotments, shown on Drawing 741\_01 Rev D – Landscape Strategy, are acceptable in terms of position within the site however further details are to be provided on the following:

- Boundary treatments / means of enclosure to delineate the individual plots;
- Provision and supply of water to each plot;
- Scale and type of building to be installed on each plot;
- Surfacing of the access tracks to each plot.

The details outlined above should form part of an Allotment Management Plan which should be secured by condition.

#### Landscape & Visual Comments

Referring to the latest landscape strategy plan (Drawing 741\_01 Rev D) the following comments are made;

##### General layout

This is acceptable with housing squares, landscaped areas and hard surfacing creating estate features which allow for the clear definition of the pedestrian routes that cross the site.

The housing squares and street trees fall within the adopted highway and therefore the construction details, planting and planting establishment and maintenance specifications would be agreed as part of the S38 Agreement for adoption.

Hard landscaping - details of the hard landscaping and details of site furniture (the timber benches, tables and any bins etc.) indicated on the layout have not been submitted and will need to be agreed by condition. This is covered by Condition 7 of the outline approval (12/1990/EIS).

Boundary treatments – the general boundary treatments listed are acceptable, but exact details including fencing for the allotments site will need to be agreed by condition. This is covered by Condition 8 of the outline approval (12/1990/EIS) and the proposed Allotment Management Plan condition.

Open spaces – the general layout of the open spaces on the north east and north western parts of the site as shown are acceptable. The details of the open spaces and soft landscape treatment will be agreed by discharge of Condition 12 and 14 of the outline approval (12/1990/EIS).

Following discussions with Flood Risk Management, it is understood that the SUDs ponds are designed to act as detention basins that is surface storage basins providing flow control attenuation of storm water runoff that will come from the underground storage tanks. These basins are likely to be dry for much of the time and are also likely to be used as a recreational facility within the wider open space. The planting schedule contains a list of marginal and aquatic planting and detailed planting plans must only use species suitable for a dry attenuation basin and for its potential recreational use. Slopes steeper than 1 in 5 are not suitable for mechanical grass cutting and steeper slopes should be planted up with a shrub/tree mix favouring native and semi native planting. Details of the SUDs design and maintenance should be agreed by condition. This is covered by Condition 14, 23 and 24 of the outline approval (12/1990/EIS).

Planting species - the planting species chosen for the site are generally acceptable subject to the comments in relation to SUD planting made above. Careful consideration must be given to the selection of tree species near housing as regards the mature tree growth and potential root spread canopy and shading issues. Tree planting must accord with the street lighting plans. Detailed planting plans and maintenance programmes are to be agreed by condition. This is covered by Condition 14 of the outline approval (12/1990/EIS).

Existing Trees and hedges – the existing trees for retention need to be shown on the detailed landscape layout and all existing hedges and trees that are to be retained within the scheme must be protected in line with BS 5837:2005 Trees to design, demolition and construction. The scheme has made good use of the existing hedgerow patterns retaining hedges wherever possible. Landscape details should illustrate how these hedges are to be ‘restored’ through maintenance and enhanced with new native planting in line with the statements in the design and access strategy. These details are to be agreed by condition. This is covered by Condition 19 of the outline approval (12/1990/EIS).

## Flood Risk Management

This application excludes the discharge of the details retaining to surface water management. However as there is inter-dependence between the proposed layout and the final surface water management solution details on the SuDS solution has been provided for consideration. It is confirmed that the surface water mitigation measures proposed to support the layout if fully implemented would ensure that the surface water drainage solution proposed would not increase flood risk.

Surface Water Management will remain subject to controlling condition 24. It should be noted that Condition 24 includes the requirement for ‘a plan for the future maintenance and management of the system and overland flow routes’. In order to ensure that the provision for future maintenance of the proposed SuDS system is acceptable the following information should be provided.

- A long term maintenance strategy must be prepared by the applicant on the basis that a third party management company will be appointed to undertake the management of the SuDS in perpetuity. The preparation and agreement of the strategy would be controlled by an appropriate planning condition.
- The strategy shall cover land ownership issues, funding arrangements, mechanism for transferring funds to the local authority if required. The discharge of the controlling condition would be required to be approved in writing prior to commencement of works on site. This should be secured by condition.

## Appendix 2 - Conditions

No development shall take place until the details of a long term maintenance strategy to undertake the management of the Suds in perpetuity has been submitted to and approved in writing by the Local Planning Authority. The strategy shall cover land ownership issues, funding arrangements, mechanism for transferring funds to the local authority if required.

Prior to the use of the allotments shown on drawing 741\_01 Rev D: Landscape Strategy, an Allotment Management Plan, shall be submitted to and approved by the Local Planning Authority. The Allotment Management Plan shall set out the usage parameters for allotment holders. The Allotment Management Plan shall be implemented in accordance with the approved scheme unless otherwise agreed in writing with the Local Planning Authority.

#### Private Sector Housing

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

#### Head of Housing

The Strategic Housing Market Assessment (SHMA) 2012 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.

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.

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.

In line with the signed Section 106 Agreement the applicant will deliver 20% of the total number of units as affordable housing. Based on a development of 341 dwellings this would equate to 68 affordable houses and the applicant has advised the following breakdown:

6 x 1 bed houses  
56 x 2 bed houses  
6 x 3 bed houses

The above is in accordance with Council policy and in line with identified need in the SHMA 2012, therefore the Housing Service considers the proposal to be acceptable.

Space standards – the Council would expect all affordable housing units to comply with Homes and Communities Agency Level 1 Space standards and associated design and quality standards.

#### Tees Archaeology

As you will be aware, the original consent (12/1990/EIS) included a condition (No. 22) requiring the design and implementation of a scheme of archaeological works followed by post investigation assessment, reporting and archive deposition. The developer has carried out a major archaeological excavation which has led to the recording of a Romano-British settlement site. I agreed the scope of these works on behalf of the local authority and monitored them in the field. I am satisfied that the required level of recording has taken place.

The work is now at the post investigation assessment stage and I presume that a report and archive will be submitted in due course. In the meantime I would recommend that the original archaeological planning condition remains active, or is transferred to the current reserved matters application to safeguard the outstanding works.

#### Northern Gas Networks

No objection and standard mains record shown.

#### **PUBLICITY**

13. Local residents have been individually notified by the Local Planning Authority of the submission of the application and advertised on site and a summary of the comments received are set out below:

14. 67 letters from residents were received from the following addresses:

Mr George Dickson, 8 Emsworth Drive, Eaglescliffe; Mr Gavin North, 33 Davenport Road, Yarm; Ms Tracy Barber, 37 Dentdale Close, Yarm; Mrs Amanda Marshall, The Gables Urray Nook Road Eaglescliffe; Mr R W Lynam, 11 Westlands Kirklevington; Elaine Simmonds 49 Knaith Close, Yarm; D Tuffnell, 3 Ryedale Close Yarm; Mrs Faye Cutler, 6 Moor Close, Kirklevington; G Graham, 41 Goosepasture Yarm; Mr Andrew Wortley, 43 Glaisdale Road Yarm; Mr Cheesebrough, 94 Forest Lane Kirklevington; Mrs J Johnson, 1 Spitalfields Yarm; Mrs W J Barras, 36 Carew Close Yarm; G Aston, 20 Carew Close Yarm; David Brickles, 4 Jasmine Fields Kirklevington; Mr A Baines, 8 Stonehouse Close Yarm; Bob Howat, 1 The Green Kirklevington; R And B Swinnerton, 112 Davenport Road Yarm; Mrs Karen Evans, 1 Kingsdale Close Yarm; Mr S Hussain, 25 Wardell Close Yarm; G M Sard, 36 Knaith Close Yarm; Mr Graham Meadows, 3 Troutdale Close Yarm; Mr Mike Johnstone, 16 Carew Close Yarm; Mrs Johnston, 37 Carew Close Yarm; Mr Robert Thornburn, 17 Kingsdale Close Yarm; Alan Bruce, 15 Kingsdale Close Yarm; J A Foster - P Forster, 14 Troutdale Close Yarm; Mrs Enid Harding, 21 The Slayde Yarm; Mr Kevin Barron, 3 Canon Grove Yarm; Mr Philip Motley, 15 Canon Grove Yarm; Mr David Noble, 592 Yarm Road, Eaglescliffe; Mr Robert Reeves, 12 Stevenson Close Yarm; Nigel Thompson, 57 Limpton Gate Yarm; Mrs Kathleen Shipley, 10 The Rigg Yarm; M Thersby, Paddock End Green Lane; Mrs Rosalie Butler, 10 Ash Grove Kirklevington; Mr David Page, 34 Carew Close Yarm; Mrs Lindsey Brownlee, 9 Leven Road Yarm; David Keith Powell, 17 Ash Grove, Kirklevington; Mrs Lynda Rose, 7 Rudby Close, Yarm; Mrs J Johnson, 1 Spitalfields, Yarm; CS and M Dowling, 21 The Green, Kirklevington; Mr J Kerr, 85, Valley Drive, Yarm; J Jackson, 79 Davenport Road, Yarm; Mr W Cook, 18 Friarswood Close Yarm; Mrs J Graham, 10 Battersby Close, Yarm; Mrs Rebecca Hussain 31 Carew Close, Yarm; Mr Stephen Ward, 7 Westlands, Kirklevington; Mrs Helen Page, 34 Carew Close, Yarm; Mr D Fraser, 67 Forest Lane Kirklevington; Richard Lindsay 51 Goose Pasture Yarm; Mr Richard Thersby 4 Dentdale Close Yarm; Mr and Mrs T Bowles, 8 Kirklevington Grange Yarm; John Chapman, 5 Kirklevington Grange Yarm; Mr D F Riley, 37 Goose Pasture Yarm; Sue Waters 17 Eskdale Close Yarm; Mr David Whitaker 6 Kingdale Close Yarm; Mrs Helen Utley 39 The Slayde Yarm; G L Thersby Paddock End Green Lane; Mr Stephen Anderson 14 Carew Close Yarm; Mr Robert White Meadowdene Green Lane; D G Trewitt 12 Kingsdale Close Yarm; D I W Bewley 18 Grove bank Kirklevington; Mr David Noble 7 Canon Grove Yarm; Kate and Ian Garrett, 25 The Slayde, Yarm.

15. The main objections/concerns can be summarised as:

-Vibration;

- Property devalued;
- Impact on character of Yarm;
- Increased traffic congestion to unacceptable levels;
- Inadequate highway infrastructure;
- Increase in traffic will lead to gridlock;
- Loss of views;
- Insufficient capacity at schools, health services and other facilities;
- Increased noise pollution;
- Sufficient brown field land elsewhere in borough;
- Traffic noise and road safety;
- Rat runs;
- Set precedent;
- Litter;
- Greenfield development;
- Loss of open space;
- Visual impact;
- Impact on wildlife corridor;
- The site should not have been considered sustainable in the preferred options;
- The applicant fails to understand the history and heritage and ecology of the Parish of Kirklevington;
- The development will be a commuter settlement for North Yorkshire;
- Ground water fluvial and surface water flooding are all features of this area;
- The applicant is failing to protect the Great Pasture which is north of Saltergill Beck;
- The Archaeology report is not complete and open to public viewing, the planning process must not proceed until Tees Archaeology are satisfied that the applicant has complied with all conditions. The planning committee must be able to assess the Romano British Settlement for tourism potential before its destruction is allowed;
- The land is outside the limits of development within a rural Parish and is not designated as land for building;
- The applicant with inadequate knowledge of the history and heritage of the country estates which border Green Lane to the south was unable to identify buildings of significance;
- Development unrelated to its landscape;
- The development with its lack of sustainable transport will negatively impact on the residents of Kirklevington;
- unsustainable areas where farmers growing food and farm land will be unprotected. We need to be self sufficient we do not know what the future holds;
- The core areas should be developed;
- No amenities;
- Previous approvals as a cash cow for Stockton Council;
- Impact on amenity of existing residents from recreational space;
- Recreational space proximity to car park and railway line leading to problems with stray balls;
- Emergency services not get through traffic in emergencies;
- Pedestrians not safe;
- Fire station needs more staff to cope with additional housing;
- Low water pressure;
- Design not in keeping with rural location;
- Limited trains;
- Local views and opinions not considered;
- Bridge not cope with traffic;
- Additional station car park inadequate;
- Inadequate car parking on High Street;
- Affordable housing will not be affordable for many people;
- Where is the play and sport equipment;
- Impact on character of small market town;
- Need to improve infrastructure such as leisure facilities and cycleways;

- Speed reduction measures need to be enforced;
- Residents need to be informed on matters where the development is likely to affect them;
- Increase in air pollution.

## **PLANNING POLICY**

16. 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.

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

### **Core Strategy Policy 1 (CS1) - The Spatial Strategy**

1. The regeneration of Stockton will support the development of the Tees Valley City Region, as set out in Policies 6 and 10 of the Regional Spatial Strategy 4, acting as a focus for jobs, services and facilities to serve the wider area, and providing city-scale facilities consistent with its role as part of the Teesside conurbation. In general, new development will be located within the conurbation, to assist with reducing the need to travel.

2. Priority will be given to previously developed land in the Core Area to meet the Borough's housing requirement. Particular emphasis will be given to projects that will help to deliver the Stockton Middlesbrough Initiative and support Stockton Town Centre.

3. The remainder of housing development will be located elsewhere within the conurbation, with priority given to sites that support the regeneration of Stockton, Billingham and Thornaby. The role of Yarm as a historic town and a destination for more specialist shopping needs will be protected.

4. The completion of neighbourhood regeneration projects at Mandale, Hardwick and Parkfield will be supported, and work undertaken to identify further areas in need of housing market restructuring within and on the fringes of the Core Area.

5. In catering for rural housing needs, priority will be given to the provision of affordable housing in sustainable locations, to meet identified need. This will be provided through a rural exception site policy.

6. A range of employment sites will be provided throughout the Borough, both to support existing industries and to encourage new enterprises. Development will be concentrated in the conurbation, with emphasis on completing the development of existing industrial estates. The main exception to this will be safeguarding of land at Seal Sands and Billingham for expansion of chemical processing industries. Initiatives which support the rural economy and rural diversification will also be encouraged.

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

#### Core Strategy Policy 6 (CS6) - Community Facilities

1. Priority will be given to the provision of facilities that contribute towards the sustainability of communities. In particular, the needs of the growing population of Ingleby Barwick should be catered for.
2. Opportunities to widen the Borough's cultural, sport, recreation and leisure offer, particularly within the river corridor, at the Tees Barrage and within the Green Blue Heart, will be supported.
3. The quantity and quality of open space, sport and recreation facilities throughout the Borough will be protected and enhanced. Guidance on standards will be set out as part of the Open Space, Recreation and Landscaping Supplementary Planning Document.
4. Support will be given to the Borough's Building Schools for the Future Programme and Primary Capital Programme, and other education initiatives, the expansion of Durham University's Queen's Campus, and the provision of health services and facilities through Momentum: Pathways to Healthcare Programme.
5. Existing facilities will be enhanced, and multi-purpose use encouraged to provide a range of services and facilities to the community at one accessible location, through initiatives such as the Extended Schools Programme.

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

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

6. Proposals for small sites will be assessed against the Plans spatial strategy.
7. There will be no site allocations in the rural parts of the Borough

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

1. Sustainable residential communities will be created by requiring developers to provide a mix and balance of good quality housing of all types and tenure in line with the Strategic Housing Market Assessment (incorporating the 2008 Local Housing Assessment update).
2. A more balanced mix of housing types will be required. In particular:
  - \_ Proposals for 2 and 3-bedroomed bungalows will be supported throughout the Borough;
  - \_ Executive housing will be supported as part of housing schemes offering a range of housing types, particularly in Eaglescliffe;
  - \_ In the Core Area, the focus will be on town houses and other high density properties.
3. Developers will be expected to achieve an average density range of 30 to 50 dwellings per hectare in the Core Area and in other locations with good transport links. In locations with a particularly high level of public transport accessibility, such as Stockton, Billingham and Thornaby town centres, higher densities may be appropriate subject to considerations of character. In other locations such as parts of Yarm, Eaglescliffe and Norton, which are characterised by mature dwellings and large gardens, a density lower than 30 dwellings per hectare may be appropriate. Higher density development will not be appropriate in Ingleby Barwick.
4. The average annual target for the delivery of affordable housing is 100 affordable homes per year to 2016, 90 affordable homes per year for the period 2016 to 2021 and 80 affordable homes per year for the period 2021 to 2024. These targets are minimums, not ceilings.
5. Affordable housing provision within a target range of 15-20% will be required on schemes of 15 dwellings or more and on development sites of 0.5 hectares or more. Affordable housing provision at a rate lower than the standard target will only be acceptable where robust justification is provided. This must demonstrate that provision at the standard target would make the development economically unviable.
6. Off-site provision or financial contributions instead of on-site provision may be made where the Council considers that there is robust evidence that the achievement of mixed communities is better served by making provision elsewhere.
7. The mix of affordable housing to be provided will be 20% intermediate and 80% social rented tenures with a high priority accorded to the delivery of two and three bedroom houses and bungalows. Affordable housing provision with a tenure mix different from the standard target will only be acceptable where robust justification is provided. This must demonstrate either that provision at the standard target would make the development economically unviable or that the resultant tenure mix would be detrimental to the achievement of sustainable, mixed communities.
8. Where a development site is sub-divided into separate development parcels below the affordable housing threshold, the developer will be required to make a proportionate affordable housing contribution.
9. The requirement for affordable housing in the rural parts of the Borough will be identified through detailed assessments of rural housing need. The requirement will be met through the delivery of a 'rural exception' site or sites for people in identified housing need with a local connection. These homes will be affordable in perpetuity.

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

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

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

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

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

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

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

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

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

ii) Green wedges within the conurbation, including:

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

iii) Urban open space and play space.

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

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

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

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

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

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

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

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

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

#### Core Strategy Policy 11 (CS11) - Planning Obligations

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

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

- \_ highways and transport infrastructure;
- \_ affordable housing;
- \_ open space, sport and recreation facilities, with particular emphasis on the needs of young people.

#### Saved Policy EN4

Development which is likely to have an adverse effect upon sites of nature conservation importance will only be permitted if:-

- (i) There is no alternative available site or practicable approach; and
- (ii) Any impact on the sites nature conservation value is kept to a minimum.

Where development is permitted the council will consider the use of conditions and/or planning obligations to provide appropriate compensatory measures.

#### Saved Policy EN13

Development outside the limits to development may be permitted where:

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

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

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

## Saved Policy EN30

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

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

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

## **MATERIAL PLANNING CONSIDERATIONS**

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

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

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

19. The outline approval set a development threshold of 370 dwellings and the illustrative Masterplan that accompanied the Outline Planning Application set out a number of design principles and it is considered that the proposed scheme has satisfactorily incorporated these requirements into the design and overall layout and the number of dwellings is 341.

20. The proposed housing layout incorporates a mix of house types, which are traditional in design with detailing to reflect local vernacular and using a palette of materials chosen to reflect the appearance of traditional dwellings. The use of a variety of bricks and grey and red roof tiles, assists the definition of building groups within the development, and adds variety and interest to the streetscape.

21. The dwellings themselves consist of a range of house types and the proposed layout has been designed to ensure that adequate distances are met. The mix gives a wide variety of accommodation (including the agreed amount of affordable housing totalling 68) and the internal arrangements together with the positioning of window openings have been designed to minimise any overlooking and it is considered that the proposal relates well to existing development in the vicinity.

22. The development has a number vehicular and pedestrian accesses which were approved as part of the outline planning application and the internal road layout features a hierarchy of roads which enables a legible route in and around the site.

23. In addition to the above access points, including pedestrian footways, a network of perimeter footpaths enables further links into the site and the opportunity to move around within the development.

24. The dwelling frontages are orientated to provide a high level of natural passive surveillance to the streets and spaces with clear definition between the public and private realm.

25. The proposed development is predominantly 2 storey dwellings and in the interests of variation to eaves and ridge heights there is also an element of 2½ storey dwellings.

26. The front gardens to the dwellings are established as privacy zones, and subject to the dwelling location, will comprise of a range of enclosures.

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

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

### Other Matters

29. As part of the outline consent, the applicant entered into a Section 106 Agreement to provide a financial contribution for the additional school places, a contribution towards community sporting facilities at Conyers Secondary School, local labour agreement, affordable housing and highway mitigation works. A number of conditions were also attached to the consent covering amongst others flooding, ecology, drainage, phasing and contaminated land. These conditions will still be required to be fully met by the developer.

30. The objections raised by local residents which are summarised earlier in this report are considered to relate primarily to the principle of development which has already been established by the granting of outline planning permission. The issues and matters raised were fully considered and addressed as part of the original outline planning permission.

31. External consultees have also confirmed that they are satisfied with the details of the proposal and raise no objections.

### Means of Access, Parking and Traffic Issues

32. The Built and Natural Environment Manager has considered the highway arrangements in terms of how it functions and highway safety implications as well as general parking provision and is satisfied with the proposal. The proposed development has been designed in accordance with the Council's Design Guide and Specification.

### CONCLUSION

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

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

## **WARD AND WARD COUNCILLORS**

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

**Ward**                      **Yarm**  
**Ward Councillor**      **Councillor Mark Chatburn**

**Ward**                      **Yarm**  
**Ward Councillor**      **Councillor Ben Houchen**

## **IMPLICATIONS**

**Financial Implications:** As Report

**Environmental Implications:** As Report

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

**Community Safety Implications:**

The provisions of Section 17 of the Crime and Disorder Act 1998 have been taken into account in the preparation of this report

**Background Papers**

The Town and Country Planning Act 1990.

National Planning Policy Framework

Stockton on Tees Local Plan Adopted Version June 1997

Core Strategy Development Plan Document March 2010