

DELEGATED

**AGENDA NO
PLANNING COMMITTEE
2 SEPTEMBER 2015**

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

15/1063/FUL

Layfield Arms , Davenport Road, Yarm

Residential development comprising the erection of four houses and the creation of five flats plus associated parking.

Expiry Date: 28 August 2015

SUMMARY

Planning permission is sought for the erection of 4 dwellings on the existing car park to the rear of the public house and the conversion of part of the existing public house to form five flats. The site is accessed off the roundabout on Davenport Road and the access is proposed to be increased in width to 6.1m, as previously proposed and approved under the application for various alterations to facilitate the change of use from a public house to a retail unit (15/0083/FUL)

32 letters of objection have been received from 21 nearby residents which revolve mainly round the principle and amount of development, visual impact of the development on the character of the area, the impacts on highway safety/car parking, loss of privacy and amenity, overlooking and need for the development.

The site lies within of the defined limits of development, on a brownfield site and is in a sustainable location. The principle of development on this site is considered acceptable on this basis.

Taking into account all comments received, it is considered that the scheme would not have a significant detrimental visual, highway safety, ecology, drainage or landscaping impact which would prevent such a development being acceptable and no significant impacts on the privacy and amenity associated with existing properties adjacent to the site.

RECOMMENDATION

That planning application 15/1063/FUL be approved subject to the following conditions and informatives;

01 Time Limit

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 Approved Plans

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

Plan Reference Number	Date on Plan
3326 L01	30 April 2015
3326 L02	30 April 2015
3326 L04	30 April 2015
3326 PL02 A	10 August 2015
3326 PL03 A	10 August 2015
3326 PL01 G	10 August 2015
3326 PL04 C.1	10 August 2015
3326 PL04C.2	10 August 2015
3326 PL05.1	10 August 2015
3326 PL05.2	10 August 2015
3326 PL09.1	10 August 2015
3326 PL09.2	10 August 2015
0002 REV A02	10 August 2015
0003 REV A02	10 August 2015
0004 REV A02	10 August 2015

Reason: To define the consent.

03 Commencement of Development

Work shall not commence on the development hereby approved until the public house has been converted to the proposed retail unit and the use implemented to the reasonable satisfaction of the Local Planning Authority

Reason: In the interest of highway safety as the level of car parking proposed for the retail unit (15 spaces) would not be sufficient to serve the public house

04 Materials

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 building(s) including any details of render and finish have been approved in writing by the Local Planning Authority. Work shall be carried out in accordance with the approved details.

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

05 Enclosure

Notwithstanding the proposals detailed in the submitted plans, prior to the commencement of development, details of the enclosure shall be submitted to and approved in writing by the Local Planning Authority. Such means of enclosure shall be erected before the development hereby approved is occupied.

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

06 Landscaping Softworks

No development shall commence until full details of soft landscaping has been submitted to and approved in writing by the Local Planning Authority. This will be a detailed planting plan and specification of works indicating soil depths, plant species, numbers, densities, locations inter relationship of plants, stock size and type, grass, and planting methods including construction techniques for pits in hard surfacing and root barriers. All works shall be in accordance with the approved plans. All existing or proposed utility services that may influence proposed tree planting

shall be indicated on the planting plan. The scheme shall be completed in the first planting season following:

- (i) Commencement of the development;
- (ii) or agreed phases;
- (iii) or prior to the occupation of any part of the development;

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

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

07 Tree Protection

No development shall commence until full details of proposed tree protection has been submitted to and approved in writing by the Local Planning Authority. Such protection shall comply with BS 5837:2012 and Volume 4: NJUG Guidelines for the Planning, Installation and Maintenance of Utility Apparatus in Proximity to Trees (Issue 2) Operatives Handbook 19th November 2007). The requirements of Stockton on Tees Borough Council in relation to the British Standard are summarised in the technical note ref INFLS 1 (Tree Protection), which is available upon request. Any such scheme agreed in writing by the Local Planning Authority shall be implemented prior to any equipment, machinery or materials being brought to site for use in the development and be maintained until all the equipment, machinery or surplus materials connected with the development have been removed from the site.

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

08 Hedge and Tree Works

The development shall be carried out in strict accordance with the recommendations as detailed in the Pre-development Tree Survey (ref: ARB/AE/1034) dated December 2014 by Elliott Consultancy Ltd.

Reason: In the interest of the visual amenities of the site and to maintain the landscaping features on the site.

09. Hard landscaping details

Notwithstanding the submitted information, no works shall commence until full details of proposed hard landscaping has been submitted to and approved in writing by the Local Planning Authority. This will include all external finishing materials, finished levels, and all construction details confirming materials, colours, finishes and fixings. The scheme shall be completed to the satisfaction of the Local Planning Authority according to the approved details within a period of 12 months from the date on which the development commenced. Any defects in materials or workmanship appearing within a period of 12 months from completion of the total development shall be made-good by the owner as soon as practicably possible.

Reason: To enable the Local Planning Authority to control details of the proposed development, to ensure a high quality hard landscaping scheme is provided in the interests of visual amenity which contributes positively to local character of the area.

10. Ecology

The development shall be carried out in strict accordance with the recommendations as detailed in the Ecological Appraisal dated December 2014 by Naturally Wild.

Reason: In the interest of ecology and to prevent an adverse impact on protected species

11. Ecology

Site clearance works should not take place during the bird breeding season (March to end of August). If site clearance is necessary during this time there should be a site walkover by a suitably qualified ecologist to check for the presence of breeding birds.

Reason: In the interest of ecology and to prevent an adverse impact on protected species

12. Noise

Before the commencement of the development hereby permitted, a scheme for the protection of the proposed dwellings from noise from the adjacent commercial premises shall be submitted to and approved in writing by the Local Planning Authority. All works, which form a part of such a scheme, shall be completed before any of the permitted dwellings are occupied. Within such a scheme, where appropriate, the provision of acoustic double-glazing and mechanical ventilation to front bedrooms and living rooms may be required. An assessment by a noise consultant is recommended in order to establish where acoustic protection is required.

Reason: In the interests of residential amenity for the occupiers of the new residential dwellings.

13 Drainage

Development shall not commence until a detailed scheme for the disposal of foul and surface water from the development hereby approved has been submitted to and approved in writing by the Local Planning Authority. 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 National Planning Policy Framework.

14 Existing and proposed site 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 an acceptable form of development with details required before commencement.

15. Garage/car spaces

The incurtilage garages and car spaces to be provided for the proposed dwelling houses and flats shall be kept available for the parking of motor vehicles at all times. The garage/car spaces shall be used solely for the benefit of the occupants of the residential unit of which it forms part and their visitors and for no other purpose and permanently retained as such thereafter.

Reason: To ensure that satisfactory car parking is retained at the site to serve the residential properties.

16 Cycle storage

Prior to the occupation of the development hereby approved, full detailed of the proposed cycle store to serve the flats shall be submitted and approved in writing by the local planning authority. Work shall be carried out in accordance with the approved details and retained for the use of the occupiers of the flats for the life of the development

Reason: To ensure that satisfactory and secure cycle parking is retained at the site to serve the residential flats.

17 Scheme for Illumination

Prior to the commencement of development full details of the method of external illumination including Siting; Angle of alignment; Light colour; and Luminance of buildings facades and external areas of the site, including parking courts, shall be submitted to and agreed in writing by the Local Planning Authority before development is commenced and the lighting shall be implemented wholly in accordance with the agreed scheme prior to occupation.

Reason: To enable the Local Planning Authority to control details and in the interests of the amenity of adjoining residents; highway safety; and protection of sensitive wildlife habitats.

18. Removal of permitted development rights for extensions

Notwithstanding the provisions of classes A, B, C, D, E, and F of Part 1 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order), the buildings hereby approved shall not be extended or altered in any way, nor any ancillary buildings or means of enclosure erected within the curtilage without the written approval of the Local Planning Authority

Reason: In order that the local planning authority may exercise further control in order to protect the amenity of adjoining residents.

19 Construction activity

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.

INFORMATIVES

Informative: Working Practices

The Local Planning Authority has worked in a positive and proactive manner and sought solutions to problems arising in dealing with the planning application by seeking a revised scheme to overcome issues and by the identification and imposition of appropriate planning conditions

Informative: Northumbrian Water

The Developer should develop their Surface Water Drainage solution by working through the Hierarchy of Preference contained within Revised Part H of the Building Regulations 2010. Namely soakaway, watercourse, and finally and sewer. If sewer is the only option the developer should contact NWA pre-development enquiry team on 0191 419 6646 or email developmentenquiries@nwl.co.uk to arrange for a Developer Enquiry to ascertain allowable discharge points and rates.

BACKGROUND

1. Planning permission was approved on the 18th March 2015 for various alterations to the Layfield Arms to facilitate the permitted change of use to a retail shop (Application 15/0083/FUL). Work has not yet commenced on these alterations.

SITE AND SURROUNDINGS

2. The application site relates to the Layfield Arms public house and associated grounds, located off Davenport Road, Yarm. The building is currently vacant and was formerly used as a public house with associated manager accommodation but has planning approval for

various alterations to change the use to a retail unit as detailed in paragraphs 1 and 2. The location plan is attached at Appendix A.

3. There are 4 pine trees within the site, to the north and north west of the main building which are protected by a tree preservation order. Hedging and other shrub planting is located adjacent to the site entrance and to the east of the former public house. A row of trees/hedge planting is present along the western boundary with a public footpath beyond this.
4. To the north and east of the application site bounding the car park are detached residential dwellings (Scugdale Close) and beyond a footpath to the west are residential properties within Netherdale Close. Davenport Road is located to the south of the main building where access will be taken to the site (See Appendix B – site layout).

PROPOSAL

5. Planning permission is sought for the provision of five flats in the two storey element of the former public house and for the erection of four semi-detached dwellings (Appendix C – floor plans).
6. The proposed flats are all single bedroomed two person units. This part of the existing building is rendered and is proposed to remain so. Some external alterations are proposed to provide new windows and entrance doors together with a dedicated entrance to the first floor flats (Appendix D – elevations).
7. The scheme will provide three flats at ground floor and two flats on the first floor. Seven car parking and two visitor spaces will be available for use by the occupiers of the flats and a cycle and bin store are also to be provided.
8. The proposed dwellings will run west to east on the site with private gardens to front and rear and each pair of semis will measure approximately 9.2 metres x 11.4 metres x 9.2 metres high.
9. Dwellings A will have a hall, lounge, WC and kitchen at ground floor and 3 bedrooms and a bathroom at first floor. The dwelling will have windows to the front and rear and will have two car parking spaces including a detached garage located in the rear garden area (Appendix E (floor plans) and F (elevations)).
10. Dwellings B, C and D dwelling will have a hall, lounge, WC and kitchen at ground floor, 3 bedrooms and a bathroom at first floor and a double bedroom at en-suite in the roof space. The dwellings will have windows to the front and rear and roof lights in the rear elevation. Each dwelling will have three car parking spaces including a detached garage located in the rear garden area (Appendix G (floor plans) and H (elevations)).
11. 15 Car parking spaces will be provided for the retail unit to the west of the application site, with 7 located close to the entrance of the retail unit.

CONSULTATIONS

12. The following Consultees were notified and the most recent comments received are set out below:-
13. 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 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 proposal is within the defined limits to development.

Relationship to the Development Plan

Sustainable transport and travel: The proposal will need to be assessed in relation to Core Strategy Policy 2 (CS2) - Sustainable Transport and Travel. Point 1 of the Policy states '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.' The application site and well related to local shops and amenities and to opportunities to travel by public transport

The National Planning Policy Framework (NPPF): The NPPF is a significant material consideration in the determination of planning applications. 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.

Relationship to the NPPF: The NPPF states that local planning authorities should significantly boost the supply of housing (Paragraph 47). The proposed development would increase the supply of housing.

Summarising comments: The application site is within the limits to development and well related to local shops and amenities and to opportunities to travel by public transport. The NPPF encourages local planning authorities to significantly boost the supply of housing. The Spatial Planning team have not identified any adverse impacts from the proposal. If any adverse impacts are identified then the case officer will need to carefully weigh these as part of the planning balance.

14. Highways Transport And Environment

Highways Comments: In accordance with SPD3: Parking Provision for Developments 2011, each 4 bedroom house should provide 3 in-curtilage car parking spaces, each 3 bedroom house 2 spaces and each flat should provide 1.5 parking spaces. Parking for the houses has been provided with each house having a garage space and 1 or 2 spaces on the drive. The applicant must ensure that each drive is a minimum of 2.4m wide. Given the lack of potential for providing alternative parking, the retention of the drives and garages for parking only should be conditioned. The proposed flats would be served by 7 spaces plus 2 visitor spaces which is considered to be acceptable in this instance. Details of cycle storage should be conditioned. Parking spaces for the retail unit (15) have been retained as per the previous application however it should be noted that this level of parking provision is reliant on the change of use from public house to retail being implemented as a public house would greater parking provision.

Pedestrian access to the proposed houses has been improved from the previous plan and is acceptable and the revised plans demonstrate service vehicles turning within the site. The access serving the site from the roundabout on Davenport Road is considered to be acceptable to serve the proposed number of dwellings and the existing retail unit.

The Design Guide and Specification states that no more than 5 properties should be served from a private drive however as services already exist within the site this is seen as insufficient grounds to object. It should be noted that the internal roads would not be adopted by the Highway Authority.

Subject to the above, there are no highway objections.

Landscape & Visual Comments: There are no landscape and visual objections to the principle of the development, which would allow for 4 no. houses within the existing car park, as well as the development of 5 no. flats within the existing public house building. The updated layout including the reoriented houses now reflects the surrounding settlement pattern, and retention of the existing mature pine trees will soften the redevelopment of the site. The submitted drawing 3326 PL01E indicates some small areas of soft landscaping to the car park area, property boundaries and around the proposed flats. No details have been submitted regarding the soft landscape works therefore this should be conditioned. It is also recommended that conditions be applied to secure appropriate hard landscape materials and boundary treatments/enclosure, as details of these elements are not included in the submitted documents.

Flood Risk Management: The submitted information has been assessed and there are no flood risk management objections.

Additional Comments - With regard to objection comments:

Comments have been made regarding the car parking close to the entrance to the store and possible conflict between oncoming vehicles resulting in queues at the roundabout. Whilst it is acknowledged that cars may have to wait whilst people leave the car parking spaces, it is not considered that visitors to the site will be so high to create a significant highway safety concern.

Subject to the existing hedge being trimmed back opposite the protected tree, the access road is wide enough for two vehicles to pass except for its entire length (minimum of 3.7m). It is considered that given the scale of the development that this would be acceptable.

15. Environmental Health Unit (summarised)

I have no objection in principle to the development, however, I do have some concerns and would recommend conditions be advisory on the development should it be approved relating to;

Open burning.

Construction/Demolition Noise - I am concerned about the short-term environmental impact on the surrounding dwellings during construction/Demolition, should the development be approved. My main concerns are potential noise, vibration and dust emissions from site operations and vehicles accessing the site. I would recommend that the working hours of all Construction/Demolition operations including delivery/removal of materials on/off site shall be restricted to 08:00 - 18:00Hrs on weekdays, 09.00 - 13:00Hrs on a Saturday and no Sunday or Bank Holiday working. Should works need to be undertaken outside of these hours the developer should apply for consent under Section 61 Control of Pollution Act 1974. This would involve limiting operations on site that cause noise nuisance.

Noise - With regard to the amended plans, I would still require a condition regarding noise requiring a report from a noise consultant, however, I would not anticipate the need for external boundary noise protection but a greater emphasis on acoustic protection to the front bedroom and living room windows.

Lighting Plan and Strategy - I have studied the information provided by the applicant regarding the 'lighting design proposal' and 'illumination plot and the proposed lighting is appropriate for the development and information provided in the illumination plot report indicates that the lighting will not cause unnecessary intrusion to the residential properties on site. As such I have no objection in principal to the proposed lighting scheme.

16. Stockton Police Station - Stephen Davies

Although the proposed development is located in an area of lower than average crime and disorder incidents I would always recommend that community safety and crime prevention is taken into consideration with all new developments. I would expect the development to apply the principles of Secured by Design where appropriate. From looking at the proposed site layout I have the following comments.

Entrances to flats 2 and 3 are not overlooked by other dwellings it is normally advised that front of dwellings are over looked by neighbours properties to enhance surveillance of front entrances.

Side footpath between plots B and C, D and E should be protected by a lockable gate fitted as close as possible to front building line.

Bin Storage should be in a secure area to prevent misuse

Lighting to footpaths highways and parking areas should comply with BS 5489 :2013

I would like to be provided with proposed boundary treatment details.

I would recommend that physical security of dwellings Complies with the requirements of Secured by Design.

17. Private Sector Housing

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

18. 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:

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

Development shall not commence until a detailed scheme for the disposal of foul and surface water from the development hereby approved has been submitted to and approved in writing by the Local Planning Authority in consultation with Northumbrian Water. Thereafter the development shall take place in accordance with the approved details. Reason - To prevent the increased risk of flooding from any sources in accordance with the NPPF.

The Developer should develop their Surface Water Drainage solution by working through the Hierarchy of Preference contained within Revised Part H of the Building Regulations 2010. Namely Soakaway, watercourse, and finally sewer. If sewer is the only option the developer should contact our pre-development enquiry team on 0191 419 6646 or email developmentenquiries@nwl.co.uk to arrange for a Developer Enquiry to ascertain allowable discharge points and rates.

19. Yarm Town Council

No comments received

20. Councillors

No comments received

21. Tree and Woodland Officer

No comments received

22. Northern Gas Networks

No comments received

23. Northern Powergrid

No comments received

PUBLICITY

24. Neighbours were notified and the application was given wider publicity through the display of a site notice and press advertisement. A total of 32 objection letters have been received from the following addresses with the main objections summarised below. The full details of the objections can be viewed on line at the following web address <http://www.developmentmanagement.stockton.gov.uk/online-applications/>

1. Stephen Barrett, 40 Scugdale Close Yarm
2. Mrs Karen Evans, 1 Kingsdale Close Yarm
3. Mr Neil McConnell, 69 Davenport Road Yarm
4. Miss Alice Victoria Kilburn 51 Davenport Road Yarm
5. Mr Derek Wilson, 44 Scugdale Close Yarm –
6. Darren Bentham, 25 Scugdale Close Yarm
7. Gemma And Chris Holloway, 23 Scugdale Close Yarm
8. Sylvia Loveland, 42 Scugdale Close Yarm
9. Miss Fiona Lees, 38 Scugdale Close Yarm
10. Mr Andrew Fletcher, 34 Scugdale Close Yarm
11. Mr And Mrs D Tuffnell, 3 Ryedale Close Yarm
12. Mrs Janice Graham, 10 Battersby Close Yarm
13. Ms Sandra Mcleavy, 32 Carew Close Yarm –
14. Mr Derek Wilson, 44 Scugdale Close Yarm
15. Mr Peter Horner, 26 Carew Close Yarm
16. Mr James Lees, 9 Merlay Close Yarm
17. Mr Andrew Sherris, 18 Merlay Close Yarm
18. Mrs Marjorie Simpson, 15 Mayes Walk Yarm
19. Mr Frederick Holmes, 118 The Meadowings Yarm
20. Mrs Aimee Standing, 15 Clapham Road Yarm
21. Mrs Karen Kilburn, 51 Davenport Road Yarm

25. The main objections relate to the following;

- The height of the dwellings are out of character in the area and will dominate the surrounding houses in terms of scale and massing
- Overdevelopment of the site
- Overdevelopment of Yarm causing overcrowding and congestion
- Insufficient Parking
- Increase in traffic/highway safety
- Manoeuvrability for delivery vehicles
- Drainage problems
- No requirement for extra housing – many approved already in the area
- Visual Impact of the development
- Loss of Privacy, light, overlooking and increased noise for the adjacent residents
- Loss of views due to the development
- Construction noise/dust/mess
- Conflict with previous application and this development should have been linked
- Conflict between the commercial and residential uses
- Details on application missing relating to landscaping, infrastructure etc
- Concern of safety for flat as entrances are not overlooked
- Impact on trees through the creation of hardstanding
- Additional landscaping should be provided to the rear of the properties
- Light pollution
- Devaluation of properties

PLANNING POLICY

26. 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.
27. 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

National Planning Policy Framework

28. 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.

Local Planning Policy

29. The following planning policies are considered to be relevant to the consideration of this application
30. **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.

31. 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 transport network and to increase choice and use of alternative modes of travel.

32. 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.

33. 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.

34. Saved Policy HO3 of the adopted Stockton on Tees Local Plan

Within the limits of development, residential development may be permitted provided that:

- (i) The land is not specifically allocated for another use; and
- (ii) The land is not underneath electricity lines; and
- (iii) It does not result in the loss of a site which is used for recreational purposes; and
- (iv) It is sympathetic to the character of the locality and takes account of and accommodates important features within the site; and
- (v) It does not result in an unacceptable loss of amenity to adjacent land users; and
- (vi) Satisfactory arrangements can be made for access and parking.

MATERIAL PLANNING CONSIDERATIONS

35. The main considerations of this application relate to the principle of development, landscape and visual impact, layout and design, impact on neighbouring properties, highway related provisions as well as the impacts on drainage, landscaping and ecology.

Principle of Development

36. The National Planning Policy Framework (NPPF) sets out the governments objectives for the planning system and in particular those for achieving sustainable development. The three dimensions of sustainable development are economic, social and environmental. The NPPF also includes a number of core planning principles one of which is the need to identify and meet housing needs as well as respond positively to wider opportunities for growth.
37. Paragraph 47 of the NPPF details the importance the Government attaches to boosting significantly the supply of housing. Paragraph 49 goes further by stating that when a five year land supply cannot be demonstrated the relevant policies for housing should not be considered up-to-date. Paragraph 215 also states that weight should be given to those policies in existing development plans according to their degree of consistency with the NPPF (i.e. the closer the policies in the plan to the policies in the NPPF, the greater the weight that may be given).
38. In terms of local planning policies there are no specific designations which apply to this site other than it is within the limits to development and is a brownfield site, consequently there are no specific reasons why a residential use would not be appropriate in this locality

The supply of deliverable housing land

39. When considering housing applications a significant material consideration would be the requirement for the local planning authority to demonstrate a five year supply of deliverable housing sites. The Council is unable to demonstrate a five-year supply, the recent calculation (base date of 31 March 2015) shows that the authority has a deliverable housing supply of 4.50 with a 20% buffer which falls short of the required five years. Therefore, in accordance with paragraph 49 of the NPPF, policies in the development plan that deal with housing supply are considered out of date and proposals should be considered in the context of the presumption in favour of sustainable development.
40. As raised by objectors, it is acknowledged that there are many housing developments in the area, however the NPPF is clear that if a five supply is not available then housing sites must be brought forward through either the development plan process and/or through planning applications,

Sustainability of the site

41. One of the core land-use planning principles, in the National Planning Policy Framework is “the need for planning to actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling and to focus significant development in locations which are or can be made sustainable”.
42. With specific regards to the sustainability, the site is within the conurbation, in close proximity to services and public transport and it is considered to be both a suitable and sustainable site for a development of this nature, particularly given its location within a residential estate and the close proximity to services.
43. The presumption in the NPPF that Planning should operate to encourage and not act as an impediment to sustainable growth must be applied. Significant weight is required to be placed on the need to support economic growth through the planning system. The development will have economic, and social benefits through both the supply of housing and the development will have a limited impact on the environment. Accordingly it is

considered that the proposal complies with all three strands of sustainable developments as defined in the National Planning Policy Framework.

44. As such, taking the above into consideration, the principle of residential development on the site is considered to be acceptable, subject to the more detailed consideration of the criteria set out in Core Strategy policies CS2, CS3 and saved Local Plan policy HO3.

Impact on the character of the area

45. The guidance set out in Paragraph 131 of the National Planning Policy Framework states planning applications should be considered in terms of the 'desirability of new development making a positive contribution to local character and distinctiveness'. The Council's adopted Core Strategy Policy 3(8), states new development should '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'.
46. The proposed development will convert an existing building which will not impact on the character and appearance of the area and would introduce dwelling houses into a predominantly residential area, albeit on the car park of a public house.
47. The main concerns with regards to the visual impact on the area would be the height of the dwellings which would be 2.5 storeys which the objector's state is out of character in the area (the impact on neighbours is considered later in the report). The surrounding dwellings are approximately 7-7.5 metres high and are two storeys in nature. The proposed dwellings are approximately 8.7 metres high and therefore different from the general estate which is more uniformed in appearance, albeit there is some minor variation within the estate in terms of ridge height and roof design.
48. The levels of the site do vary with the public house higher than the application site, and it is considered that whilst the dwellings are higher, given the separation distances the perceptible difference in roof heights would not be readily apparent and would not justify the refusal of the application.
49. The houses are semi-detached which are scarce in this area of the estate and also have a difference appearance from the surrounding dwellings. The proposed dwellings will complement the existing commercial building and flats and could have elements such as render to reflect the associated development (public house and flats)
50. Taking into consideration the increase in roof height (1.7 metres maximum); the level difference between the application site and the public house and the change in house type it is not considered that the proposed residential development would have an adverse impact on the character and appearance of the area sufficient enough to warrant refusal of the application.

Scale and Layout

51. This proposed development will be accessed from Davenport Road utilising the same access as the public house. Concerns have been raised regarding the overdevelopment of the site, however the scheme density is considered to be appropriate for the location

52. The application has been revised and reduced to four dwelling from six to achieve a better layout to terms of car parking, landscaping and privacy/amenity for the occupiers of the dwellings and the flats.
53. The NPPF notes that planning should "always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings". The plans show that the proposed dwellings will each be served by garden areas that would provide adequate levels of spacing and amenity levels for future occupiers of the dwellings and the flats have small areas that can also be accessed. Each dwelling has enough room for bins and any other small scale structures (e.g. sheds for cycle storage if required) and space for a cycle store to serve the flats is also shown on the submitted plans. The plans do not show means of enclosure and a planning condition has been recommended to ensure these details are approved prior to construction works commencing.
54. Following comments raised by Cleveland Police Crime Reduction Officer, the application has been revised to comply with the recommendations wherever possible and solutions sought to increase security for the residents, these comments were provided to the Crime Reduction officer and no further comments were received. It is considered that the scheme largely complies with the principles of secure by design and the scheme is not so unsafe to warrant refusal of the application.
55. Concerns have been raised over the conflict between the proposed residential use and the commercial use. The Local Planning Authority accepts that there may be some noise and disturbance for the residents of the new properties from the deliveries and visitors to the site, however given the scale of the retail unit, the number of delivery's that will be made to a retail unit of this size (which the applicant has confirmed as being once or twice a week with newspapers and fresh goods arriving daily in a small vehicle); and the parking for the retail unit which is provided to the west of the site way from the frontages of the dwellings it is considered that the developments can function reasonably well together as evidenced by local centres with flats above throughout the Borough. Concerns have also been raised regarding the footpaths and safety for residents/children who occupy the dwellings. Whilst it is accepted that the residents will have to cross the access road and children will need to be supervised, this is the same scenario as any other mixed use residential development or residential dwellings fronting onto highways. The Environmental Health Unit have requested that a noise consultant provide a report to determine the most appropriate scheme of noise protection for the dwellings and this has been recommended and details can be provided at a later date but is likely to include acoustic double-glazing and mechanical ventilation to front bedrooms and living rooms.
56. In accordance with the requirements of Core Strategy Policy CS3(1) residential developments such as this would usually need to be built to Level 4 of the Code for sustainable homes, however in March 2015 the government announced a new approach to the setting of technical housing standards in England, a condition has not therefore been recommended.
57. Overall it is considered that the proposed scheme is acceptable in terms of scale and layout and will not have an adverse impact on the area or amenity of further residents and it is considered that the site could satisfactorily accommodate a proposed scheme for the commercial and retail use.

Impact on neighbouring properties,

58. The proposed houses are to be constructed on the car park of the public house and there are residential properties to the north (34 - 44 Scugdale Close) and east (23 - 27 Scugdale Close) that may be affected by these proposals.
59. Section 4.8 in SPD1 Sustainable Design Guide relates to privacy and amenity and advises *“The Council will normally expect a minimum of 21 metres separation to be provided between the main habitable room windows on facing residential properties. Where main habitable room windows will face windows of secondary rooms, such as bathrooms and hallways, or a blank gable, there should normally be a gap of at least 11 metres between the two properties”* and *“differences in the number of stories between dwellings may require an increase in the separation distance, in order to prevent an unacceptable overbearing impact. Where a building is above two stories in height, an additional 4m distance should be provided for each additional storey”*. The proposed new houses will run west to east across the site and whilst the site is fairly level at this location, the additional ½ storey would justify an increase in the in recommended separation distances. The proposed site plan shows a separation distance of approximately 26 metres from the main rear wall of each house and whilst it is accepted that there may be some overlooking of the rear garden areas, taking this guidance into consideration it is not considered that the proposed development would have an unacceptable significant impact. In addition it should be noted that the proposed roof lights are positioned so as to have a view restricted to the sky to avoid overlooking.
60. The properties to east of the site will back onto the side gable or side garden of the proposed development. The property that would mainly be affected by the built proposals would be 23 Scugdale Close which have recently gained approval and built a 5.7 metre long extension to the rear (Application 15/0862/FUL). The proposed gable of house D would be approximately 16.4 metres to the rear gable of 23 Scugdale and approximately 10.7 metres from the new extension (which replaces an existing smaller conservatory). The main windows of new extension will be on the northern elevation facing away from the site with only small secondary windows facing onto the proposed development (see Appendix I). Taking into consideration the separation distances although less than the suggested from the proposed extension but greater than required from the main house and the design of the new extension it is not considered that the development would have an unacceptable significant impact.
61. A detached garage with a hipped roof to an approximate apex height of 3.8 metres and eaves height of 2.2 metres is shown on the boundary with 23 and 25 Scugdale Close, given the separation distances and the design of the garage with the roof hipping away from the fence line it is considered that the garage would not lead to a refusal of the application.
62. Taking into account the nature and constraints of the site it is considered expedient to remove permitted development rights to prevent overlooking in the future.
63. The proposed flats include alterations to form additional windows and doors. Whilst it is not considered that the alterations to the north and south elevation will have an adverse impact on neighbours, the alterations to the east would be facing the neighbouring property, 63 Davenport Road. The side gable of 63 Davenport Road has no windows that face onto this development but do have a conservatory. There is a fence, screening panel and planting on this boundary and as the proposed windows of the development are at ground floor level it is not considered that the development would lead to unacceptable overlooking.
64. In terms of construction, it is acknowledged that some noise and disturbance may occur from the construction activities, however as with any scheme this will be short term and would not warrant refusal of a scheme. Nonetheless the Council’s Environmental Health

Unit has suggested conditions to limit construction working hours in order to reduce the impact of the construction on nearby residential properties and prevent any open burning on the site. Whilst the construction hours condition has been recommended the condition relating to open burning has not as this can be dealt with under other legislation.

65. Overall it is considered, the proposed site layout would not affect amenity or privacy of adjacent properties to a degree which would be unacceptable and warrant refusal of the application.

Highway related matters

66. The site is accessed from the existing entrance from Davenport Road. Each of the four houses are provided with two/three car parking spaces (including a garage), the proposed 5 flats have 7 spaces and 2 visitor spaces and the retail unit will have 15 car parking spaces.
67. A focus of objection from local residents has been around the impact of the additional traffic that this proposal would result in, lack of sufficient parking and manoeuvrability of delivery vehicles within the site.
68. The Highways, Transport and Environment Manager has confirmed that the access serving the site from the roundabout on Davenport Road is acceptable to serve the proposed number of dwellings and the existing retail unit. The Design Guide and Specification states no more than 5 properties should be served from a private drive however as services already exist within the site this is seen as insufficient grounds to object.
69. The Highways Transport and Environment Manager has confirmed that the level of car parking for the houses and flats is acceptable and the parking spaces for the retail unit (15 in total) have been retained as per the previous application, and therefore raise no objection. Nevertheless, given the lack of potential for providing alternative parking the drives and garages should be retained for parking only. This can be condition and has been recommended.
70. The Highways, Transport and Environment Manager has stated that the car parking requirements for a public house are greater than for a retail unit and therefore it is considered expedient to recommend a condition ensuring that the retail unit is implemented before work commences on the residential properties.
71. Concerns have been raised regarding manoeuvrability within the site for large vehicles. Tracking plans were provided to show how large vehicles could deliver to the site/collect refuse. These plans have been assessed and the Highways, Transport and Environment Manager is satisfied that the site can accommodate the larger vehicles and they can manoeuvre within the site.
72. In addition comments have been made regarding the car parking close to the entrance to the store and possible conflict between oncoming vehicles resulting in queues at the roundabout. Whilst it is acknowledged that cars may have to wait whilst people leave the car parking spaces, it is not considered that visitors to the site will be so high to create a significant highway safety problem.
73. Subject to the existing hedge being trimmed back opposite the protected tree, the access road is wide enough for two vehicles to pass except for its entire length (minimum of 3.7m). It is considered that given the scale of the development that this would be acceptable.

74. Whilst the various comments of the objectors have been noted and considered. The Highways Transport and Environment Manager has assessed the scheme and is satisfied that the scheme is acceptable in Highway Terms. In the absence of any objection from the Highways, Transport and Environment Manager the proposed development is not considered to pose any significant impacts on highway safety.

Impacts on Ecology & Biodiversity

75. The site has no specific wildlife or ecological designations, however an Ecology Assessment was submitted with the application which indicates that there are no records of protected species at the site and concluded that the proposed redevelopment of the public house and surrounding grounds is unlikely to result in a significant ecological impact to protected species or sites, providing a series of mitigation measures are implemented.
76. The submitted information has been assessed and it is considered that with the implementation of the recommendations as detailed in the submitted ecology report, the proposal would have a limited impact on wildlife and ecology and would not unduly affect biodiversity within the Borough. A condition has been suggested to ensure the recommended mitigation measures are undertaken.

Impact on Landscaping/Trees

77. There are trees within and adjacent to the western boundary of the site and the trees within the site (4no. Black Pine) are protected by Tree Preservation Order. The planning application includes a Tree Survey which has recommended that a branch is removed from one of the protected trees is removed and the hedge to the west of the site is recut to a lower height and inter-planting to reform the hedge.
78. The reports have been assessed and it is considered that the trees will not be adversely impacted by the proposals providing the recommendations of the report are implemented. The maintenance and replanting of the hedge has been conditioned along with a condition to protect the trees during construction.
79. The site plan has indicated that additional landscaping will be provided within the site and the neighbour has requested that if the application is approved this should be strengthened. The Highways, Transport and Engineer has considered these plans and has raised no objections subject to detailed landscaping plans being submitted which has been conditioned.

Drainage

80. Concerns have been raised relating to drainage. Northumbrian Water have assessed the scheme and have no issues to raise with the above application, subject to a condition requiring a scheme for the disposal of foul and surface water be submitted for consideration prior to development commencing. The Councils Flood Risk Management Team have also considered the scheme and raised no objections.
81. In view of these matters and the lack of objection from the key consultees in relation to drainage, it is considered that there would be no adverse impact from drainage, subject to the condition as recommended.

Other planning considerations

82. Objections have been raised regarding the way the two schemes have been submitted separately (the application for the alterations to the proposed retail unit and this residential scheme). These comments have been noted, but there is no statutory planning requirement for a scheme to come in as single scheme and each application is considered on their own individual merits against relevant planning policy at such time should they be submitted.
83. Objections have been received in relation to devaluation of property prices, which is not considered to be a material planning consideration.

CONCLUSION

84. The development is located within the limits to development where residential development should be focused. Housing applications are to be considered in the context of the presumption in favour of sustainable development and there are no adverse impacts from the proposed development that would significantly or demonstrably outweigh the benefits when assessed against the policies in the framework taken as a whole or the Development Plan.
85. Other material considerations have been considered in detail and the development as proposed is considered to be acceptable in terms of visual impact and highway safety, it does not adversely impact on neighbouring properties, archaeology or the ecological habitat and flooding
86. For the reasons stated above and detailed in the report it is recommended that the application be Approved with Conditions.

Corporate Director of Development and Neighbourhood Services
Contact Officer Mrs Elaine Atkinson Telephone No 01642 526062

WARD AND WARD COUNCILLORS

Ward	Yarm
Ward Councillor	Councillor Ben Houchen
Ward Councillor	Councillor Elsi Hampton
Ward Councillor	Councillor Julia Whitehill

IMPLICATIONS

Financial Implications: *There are no known financial implications in determining this application*

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 drainage and ecology, the general character and appearance of the area as well as impacts on adjoining properties and the protected trees. 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 sufficient to warrant refusal of the application.*

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. There are no other notable impacts on community safety recognised within the assessment of the proposed development*

Background Papers:

The Town and Country Planning Act 1990.

National Planning Policy Framework

Stockton on Tees Local Plan Adopted Version June 1997

Core Strategy Development Plan Document March 2010

Supplementary Planning Document 3: Parking Provision for New Developments

Supplementary Planning Document: Sustainable Design Guide

Application File and Relevant Planning History as referred to in the report.