

DELEGATED

AGENDA NO

PLANNING COMMITTEE

30 MARCH 2016

**REPORT OF DIRECTOR,
ECONOMIC GROWTH AND DEVELOPMENT
SERVICES**

15/2977/REM

**Land South Of Green Lane, Yarm,
Reserved matters application (appearance, landscaping, layout and scale) for planning
approval 12/1990/EIS for 148 houses with associated landscaping.**

Expiry Date: 1 April 2016

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 148 dwellings with associated 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 15/2977/REM be approved subject to the following conditions and informatives;

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

Plan Reference Number	Date on Plan
H597 5	17 March 2016
H575 29FP	17 March 2016
H536 29SC	17 March 2016
BTME 29FR	17 March 2016
BSMT 29PR	17 March 2016
BMR2 29RD	17 March 2016
BMR2 29FP	17 March 2016
BLLN 29FR	17 March 2016

BLLN 29GC1	17 March 2016
BLLN 29GC2	17 March 2016
BCDG 29FP	17 March 2016
1525.01	17 March 2016
1525.03	17 March 2016
1525.06	17 March 2016
741_BDW_01 REV C	21 March 2016
741_BDW_02 REV B	21 March 2016
1525.100	27 November 2015
1525.101	27 November 2015
1525.102	27 November 2015
1525.103	27 November 2015
1525.104	27 November 2015
1525.105	27 November 2015
1525.106	27 November 2015
1525.106	27 November 2015
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1525.165	27 November 2015
1525.171	27 November 2015
1525.172	27 November 2015
1525.173	27 November 2015
1525.174	27 November 2015
1525.175	27 November 2015
1525.176	27 November 2015
1525.177	27 November 2015
1525.178	27 November 2015
1525.200	27 November 2015

Reason: To define the consent.

- 02 **Prior to the use of the allotments shown on drawing 741-BDW-01 Rev C, 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.

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 gaining additional and revised information to assess the scheme and by the identification and imposition of appropriate planning conditions.

BACKGROUND

1. This is a reserved matters application for residential development comprising 148 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 site forms the western parcel of a larger site which benefits from a previously approved reserved matters application for 341 dwellings. David Wilson Homes and Bellway Homes have split the site into development parcels and this Reserved Matters application is in respect of the western parcel to be developed by David Wilson Homes and the number of proposed dwellings does not exceed the parameters as stipulated by the outline permission.
3. 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 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

4. The application site is located at the south western edge of the built up area of Yarm and extends to approximately 5 hectares and is bounded by Green Lane to the north; Far End Farm to the west; to the east is land currently being developed for housing by Bellway and woodland around Saltergill Beck lies to the south.
5. The site comprises farmland 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

6. The Reserved Matters proposals comprise a total of 148 residential dwellings comprising 2, 3 and 4 bedroom properties). Provision is made for 20% affordable housing.
7. 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.
8. Vehicular access is from Green Lane to the northern boundary and is in accordance with that submitted in detail and approved as part of the outline permission.
9. The predominant scale of the scheme is 2 storeys in height and 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 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.

CONSULTATIONS

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

Highways Transport And Environment

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 1525.01 Rev L - Planning Layout
- Drawing 741_BDW_01 Rev C - Landscape Strategy - 1 of 2
- Drawing 741_BDW_02 Rev B- Landscape Strategy - 2 of 2
- Drawing 1525.06 Rev B - Boundary treatments
- Drawing 1525.03 Rev D - Materials Layout

Having reviewed the latest plans the Highways, Transport & Environment Manager considers that the proposals submitted, although less than desirable, 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), the Highways, Transport & Environment Manager has no objection to the proposals.

Detailed comments are included in Appendix 1.

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 1525.01 Rev L - Planning 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.

Landscape & Visual Comments

Referring to the latest landscape strategy plan (Drawings 741_BDW_01 Rev C - Landscape Strategy - 1 of 2 and 741_BDW_02 Rev B- Landscape Strategy - 2 of 2) 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. However it is unfortunate that inclusion of a rising gas main at a late stage in the estate landscape development near the affordable housing area, has deleted most of the landscaping here creating a less than desirable layout.

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 paving as shown on Drawing 1525.03 Rev D - Materials Layout are acceptable. Details of site furniture (the timber benches, tables and any bins etc.) within the wider open space 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 as shown on Drawing 1525.06 Rev B - Boundary treatments are acceptable, but fencing for wider open space such as the allotments site will need to be agreed by condition. This is covered by Condition 8 of the outline approval (12/1990/EIS).

Environmental Health Unit

Regarding the above application I have no additional comments to make as comments were made under application 12/1990/EIS from Environmental Health.

Tees Archaeology

This part of the Green Lane site was subject to archaeological evaluation in 2012 with negative results. There was no requirement for further archaeological work within this part of the site. I understand that the adjacent site (to the east) was fully excavated in 2014 although the final report is still pending.

I have no objection to the current application and have no further comments to make.

Northern Gas Networks

No objection and standard mains record shown.

Network Rail

In relation to the above application I can confirm that Network Rail has no observations to make.

Spatial Plans Manager

Thank you for consulting the Spatial Planning team on this application (15/2977/REM) Reserved matters application (appearance, landscaping, layout and scale) for planning approval 12/1990/EIS for 148 houses with associated landscaping. 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.

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.

Middlesbrough Borough Council Planning Department

The principle and scale of residential development in this location has already been established by the outline planning consent. This reserved matters application does not raise additional strategic planning matters relevant to Middlesbrough. The Council has no objections to the application.

The Ramblers Association

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

Conditions to be attached to any grant of planning permission:

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-Dwg-0027B) shall be submitted to and approved in writing by the local planning authority, following consultation with the Highways Agency.

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

3, Stage 4 (monitoring) Road Safety Audits shall be carried out using 12 months and 36 months of accident data from the time the improvements works (as set out in the preceding conditions) become operational. The audits shall be carried out in accordance with DMRB HD19/03 and shall be submitted to and approved in writing by the local planning authority following consultation with the Highways Agency.

Reason(s) for the recommendation above:

In the interests of safety and the free flow of traffic on the A19 and its junctions.

Sport England

The proposed development is not considered to fall either within our statutory remit (Statutory Instrument 2015/595), or non-statutory remit (National Planning Policy Guidance Par. 003 Ref. ID: 37-003-20140306) upon which we would wish to comment, therefore Sport England has not provided a detailed response.

Durham Tees Valley Airport

Durham Tees Valley Airport has assessed the application and has no objection to the proposal.

Private Sector Housing

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

Northumbrian Water Limited

Thank you for consulting Northumbrian Water on the above proposed developments.

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 I can confirm that we have no comments to make at the reserved matters stage. We have agreed suitable drainage discharge rates & points with the applicant.

National Grid

National Grid has No Objection to the above proposal which is in close proximity to a High-Pressure Gas Pipeline – Feeder 6 Elton to Pickering.

PADHI Health And Safety Executive

HSE does not advise, on safety grounds, against the granting of planning permission in this case.

PUBLICITY

12. Neighbours were notified and comments received are set out below :-

13. 21 letters from residents were received from the following addresses:

Dr Alistair McLee, 3 The Green, Kirklevington; Jean Susan Aston, 20 Carew Close, Yarm; Eileen Simmonds, 49 Knaith Close, Yarm; Mr Jeremy Lewis, 12 Braeside Kirklevington; Mr Neil Thompson, 45 Ash Grove, Kirklevington; G Aston, 20 Carew Close, Yarm; D Normington 114 Davenport Road, Yarm; B Swinnerton, 112 Davenport Road, Yarm; Craig Harrison, The Lodge, Kirklevington Hall; Ms Lesley Smith, 26 Howden Dike, Yarm; Colin Clark, 53 Limpton Gate, Yarm; Mr Paul Toon, 27 Limpton Gate, Yarm; V And S Bowmere, 17 The Rigg; Yarm; Mrs Sandra Moran, 24 Dentdale Close, Yarm; Mrs Karen Evans, 1 Kingsdale Close, Yarm; Mrs P Wright, 35 The Slayde, Yarm; Jean Ivison, Limpton House, Green Lane; Coverdale, 6 Troutsdale Close, Yarm; Graham Meadows, 3 Troutsdale Close, Yarm; V Kunecki, 28 Eskdale Close, Yarm; Paula and Allan Foster, 14 Troutsdale Close, Yarm;

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

- Impact on character of Yarm;
- Increased traffic congestion to unacceptable levels;
- Inadequate highway infrastructure;
- Increase in traffic will lead to gridlock;
- Insufficient capacity at schools, health services and other facilities;
- Increased noise pollution;
- Traffic noise and road safety;
- Flooding and drainage issues, compound existing problems in the area;
- Design and Access wrongly refers to Layfield Arms;
- Emergency services not get through traffic in emergencies;
- Pedestrians not safe;
- No station car park extension yet;
- Bridge and traffic lights will not cope with traffic;
- Housing will not cater for young first time buyers;
- Increase in numbers from 135 to 148 should be a revision to original reserved matters;
- Impact on amenity from construction;
- No dialogue with bus providers regarding bus stops and diverted routes;
- Speed reduction measures need to be enforced.

PLANNING POLICY

15. 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

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.

Local Planning Policy

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

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:

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 or 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

16. The main considerations of this application relate to the details of the proposed development, its appearance, landscaping, layout and scale and its relationship to existing development and whether it satisfies the requirements of the Development Plan Policies.

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

17. 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.

18. 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.

19. 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, render and slate grey and red roof tiles, assists the definition of building groups within the development, and adds variety and interest to the streetscape.

20. 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) 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.

21. The development has a vehicular access which was 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.

22. 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.

23. 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.

24. The proposed development is predominantly 2 storey dwellings and the front gardens to the dwellings are established as privacy zones, and subject to the dwelling location, will comprise of a range of enclosures.

25. Existing key landscape features such as the hedgerows which define the field boundaries within the site and to the boundaries, have been retained where possible, and enhanced to form a 'green infrastructure'. This 'green infrastructure' links into the open space which offers amenity opportunities for the future residents. 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

26. 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.

27. A number of objections have been raised by local residents which are summarised earlier in this report and which 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.

28. Comments have been received in respect of the increase in numbers from 135 to 148 should be a revision to original reserved matters. The reserved matters application has been submitted in accordance with the requirements of the Outline Permission and it should be noted that any number of reserved matters applications can be submitted for the site or parts of the site. As stated previously the site forms the western parcel of a larger site which benefits from a previously approved reserved matters application for 341 dwellings. David Wilson Homes and Bellway Homes have split the site into development parcels and this Reserved Matters application is in respect of the western parcel to be developed by David Wilson Homes and the number of proposed dwellings does not exceed the parameters as stipulated by the outline permission.

29. External consultees have also confirmed that they are satisfied with the proposal and raise no objections. In terms of the Rambler Association's comments regarding the Public Right of Way, this will be maintained and will not be compromised by the development and follows the same route and will simply be formalised as part of the landscaping works to be undertaken. Highways England has requested conditions and the same worded conditions were attached to the outline consent that will still be required to be fully met by the developer.

Means of Access, Parking and Traffic Issues

30. The Highways Transport and 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

31. The nature and scale of the development is acceptable and it is considered that the site could satisfactorily accommodate the proposal without any undue impact on the amenity of any adjacent neighbours and the layout 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.

Director of Economic Growth and Development Services
Contact Officer Mr Gregory Archer Telephone No 01642 526052

WARD AND WARD COUNCILLORS

Ward	Yarm
Ward Councillor(s)	Councillor Ben Houchen
Ward Councillor(s)	Councillor Elsi Hampton
Ward Councillor(s)	Councillor Julia Whitehill

IMPLICATIONS

Financial Implications: As per report

Environmental Implications: As per 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
Regeneration and Environment Local Plan – Publication February 2015
Supplementary Planning Documents
SPD1 – Sustainable Design Guide
SPD2 – Open Space, Recreation and Landscaping
SPD3 – Parking Provision for Developments
SPD6 – Planning Obligations
SPD8 – Affordable Housing