

DELEGATED

AGENDA NO
PLANNING COMMITTEE

15 JUNE 2016

REPORT OF CORPORATE DIRECTOR,
DEVELOPMENT AND NEIGHBOURHOOD
SERVICES

15/0527/OUT

Land Adjacent To Hedgeside, Leven Bank Road, Yarm

Outline application with all matters reserved for a proposed country club and spa

Expiry Date: 16th June 2016

SUMMARY

Outline planning permission is sought for the development of a country club and spa on land to the south of Leven Bank Road in Yarm. All matters (Access, Scale, Layout, Appearance and Landscaping) are reserved so this application seeks permission only for the principle of development.

The site is located outside of the limits of development as defined in the 1997 Local Plan and as defined within the emerging Regeneration and Environment Local Plan whilst the proposed development (leisure use) is a town centre use as defined within the National Planning Policy Framework (NPPF). As required by the NPPF, this use in this location needs to be sequentially demonstrated that it could not be provided within an existing defined centre. The proposed use seeks to provide facilities for Yarm, and in part Ingleby and the sequential assessment submitted is considered to demonstrate that there are no suitable or available sites within existing local centres.

The submission has detailed indicative proposals of a building, car park, access and other details. Although objection has been raised to the development of the site on visual, amenity, ecological, highway safety and other grounds, the indicative details are considered to demonstrate that the development could be achieved on the site without unduly affecting the character of the area, surrounding amenity and other such matters, subject to conditions being imposed. The Highways, Transport and Environment Team are satisfied that reasonable access is achievable either as a stand-alone application or alongside the extant 'Mount Leven Retirement Village' which would result in a new roundabout being required.

RECOMMENDATION

Planning application 15/0527/OUT be approved subject to the following conditions and informatives and subject to the applicant entering into a Section 106 Agreement incorporating the Heads of Terms below or such other terms as deemed necessary by the Director of Economic Growth and Development Services. Should the Section 106 Agreement not be signed within a 6 month period following the approval (i.e. by the 15th December 2016) then the application be refused due to lack of provision for access.

Approved Plans

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

<i>Plan Reference Number</i>	<i>Date on Plan</i>
<i>S158 PL 003 K</i>	<i>13th May 2016</i>
<i>S158 SK 001 G</i>	<i>11th April 2016</i>

Reason: To define the consent.

Reserved Matters - Details

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

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

Period for Commencement

- 03 *The development hereby permitted shall be begun either before the expiration of three years from the date of this permission, or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the latest.*

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

Reserved Matters - Time Period for submission

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

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

Levels

- 05 *Notwithstanding details shown on the plans hereby approved, prior to any works commencing on site, a scheme of ground levels and finished floor levels for the building and car parking within the development shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall indicate the existing ground levels and the development shall be carried out in accordance with these approved details.*

Reason: To ensure the development is built to a level suitable for the site and surroundings.

Construction working hours

- 06 *No construction/building works or deliveries associated with the construction phase of the development shall be carried out except between the hours of 8.00am and 6.00pm on Mondays to Fridays and between 9.00am and 1.00pm on Saturdays. There shall be no construction activity including demolition on Sundays or on Bank Holidays.*

Reason: To avoid excessive noise and disturbance to the occupants of nearby properties and to accord with guidance contained within the National Planning Policy Framework.

Opening Hours and servicing hours

- 07 *The use/s hereby approved shall only be open to visiting members of the public between the hours of 7am and 11pm Monday to Sunday and the site shall be vacated by staff by 11.30pm Monday to Sunday. Service Vehicles shall only access the site between the hours of 7am and 7pm Monday to Sunday.*

Any marquee or similar building at the site shall conform with restricted hours to be agreed as part of the requirements of the 'management plan' which is required by condition.

Reason: To prevent undue disturbance to adjacent residential properties from noise associated with the site in accordance with the requirements of the National Planning Policy Framework.

Lighting

- 08 *All external lighting at the site shall be installed and maintained in accordance with details which have first been submitted to and approved in writing by the Local Planning Authority. The scheme shall include but not be restricted detailing the position of lighting, luminance, direction, shielding and timing of use.*

Reason: To prevent undue impact on residential amenity in accordance with the requirements of the National Planning Policy Framework.

Scheme of Plant and Equipment Noise Mitigation

- 09 *All plant and equipment at the site shall be installed in accordance with a scheme of such which has first been submitted to and approved in writing by the Local Planning Authority. The scheme shall include, but not be restricted to providing an assessment to show that the rating level of any plant & equipment will be at least 5 dB below the background level and shall, where necessary detail noise mitigation. The assessment must be carried out by a suitably qualified acoustic consultant/engineer and be in accordance with BS4142: 1997- "Method of rating industrial noise affecting mixed residential and industrial areas". The use shall be operated in strict accordance with the scheme of Plant and Equipment Noise Mitigation.*

Reason: In order to prevent undue noise disturbance to nearby residents in accordance with the requirements of the National Planning Policy Framework.

Management Plan – including use of external areas

- 10 *No development hereby approved shall be commenced on site until a Management Plan has been submitted to and approved in writing by the Local Planning Authority. The Management Plan shall include but not be restricted to the following;*
- Detailing how all external areas, including any marquees or similar structures would be used;*
 - Detailing controls over numbers of patrons using such areas,*
 - Hours of use and numbers of functions to be held for external areas and in marquees or similar structures,*
 - Mitigation required to prevent undue impacts on residential amenity*
 - Detailing how internal areas, ventilation, windows and balconies would be utilised and controlled.*

Any noise mitigation shall be informed by appropriate acoustic survey work as required.

The use shall be operated in strict accordance with the approved Management Plan.

Reason: In order to safeguard the amenities of residential occupiers in the vicinity in accordance with the requirements of the National Planning Policy Framework.

Music – Amplified or otherwise

- 11 *There shall be no music played external to the building or within any marquee or similar structure unless in accordance with a music management and noise mitigation plan which has first been submitted to and approved in writing by the Local Planning.*

Reason: To limit the impact of any noise generated at the site and prevent undue impacts on residential amenity in accordance with the National Planning Policy Framework.

Use Class - restriction

- 12 *Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 or any order replacing or revoking that order, the development hereby approved shall be used as a country club and spa with ancillary functions and for no other use.*

Reason: In order to take account of its location relative to residential properties and prevent undue impacts on amenity associated with these properties.

10% Renewables or fabric first

- 13 *Prior to the commencement of any of the development hereby approved and unless otherwise agreed in writing with the Local Planning Authority as being unfeasible or unviable, a written scheme shall be submitted to and approved in writing by the local planning authority which details how the predicted CO2 emissions of the development will be reduced by at least 10% through the use of on-site renewable energy equipment or the use of specific building materials. The carbon savings which result from this will be above and beyond what is required to comply with Part L Building Regulations or other such superseding guidance. Before the development is occupied the approved scheme of reduction shall have been implemented on site and brought into use where appropriate. The approved scheme shall be maintained in perpetuity thereafter unless otherwise agreed in writing by the local planning authority.*

Reason: In the interests of promoting sustainable development in accordance with the requirements of Stockton on Tees Core Strategy Policy CS3(5) Sustainable living and climate change.

Unexpected land contamination

- 14 *In the event that contamination is found at any time when carrying out the approved development, works must be halted on that part of the site affected by the unexpected contamination and it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken to the extent specified by the Local Planning Authority and works shall not be resumed until a remediation scheme to deal with contamination of the site has been carried out in accordance with details first submitted to and approved in writing by the Local Planning Authority. This scheme shall identify and evaluate options for remedial treatment based on risk management objectives. Works shall not resume until the measures approved in the remediation scheme have been implemented on site, following which, a validation report shall be submitted to and approved in writing by the Local Planning Authority. The validation report shall include programmes of monitoring and maintenance, which will be carried out in accordance with the requirements of the report.*

Reason: To ensure the proper restoration of the site and to accord with guidance contained within Stockton on Tees Core Strategy Policy 10 (CS10) – Environmental protection and enhancement

No burning of waste during construction phase

- 15 *During the construction phase of the development there shall be no open burning of waste on the site.*

Reason: To protect the amenity of the occupants of nearby properties in accordance with the requirements of the National Planning Policy Framework.

Waste Disposal Management Plan

- 16 The development hereby approved shall only be brought into use once a Waste Disposal Management Plan has been submitted to and agreed in writing by the Local Planning Authority. The Use hereby approved shall be operated at all times in strict accordance with the agreed Waste Disposal Management Plan.

Reason: In order to limit impacts on amenity associated with surrounding residential properties in line with the guidance contained within the National Planning Policy Framework.

Tree Assessment Report

- 17 Prior to the development hereby approved commencing on site (including any clearance works in advance of construction activity) a 'Tree Assessment Report' shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include but not be restricted to providing the following;

- an assessment of all trees on the site and within 10m of the site boundary;
- a plan showing the position of the trees and their associated canopy spread (for trees over 75mm diameter measured at 1.5m above ground);
- a schedule of the trees and relevant details;
- a schedule of intended works to trees (removal, pruning and other work);
- a plan showing root protection zones;
- details of any ground level changes or excavations / services within root protection zones;
- a statement confirming how the long term future of the trees will be provided for;

The scheme shall be in line with the principles of BS:5837:2005 and Vol.4 NJUG 'Guidelines for The Planning, Installation and Maintenance of Utility Apparatus in Proximity to Trees(issue 2)Operatives Handbook Nov. 2007.

The development shall be undertaken in strict accordance with the approved 'Tree Assessment Report'

Reason: In order to adequately take into account the impact of the development on the site and its surroundings in the interests of visual amenity, in line with the guidance contained within Core Strategy Development Plan Policy CS3(8) and the National Planning Policy Framework.

Tree and landscaping protection

- 18 No development hereby approved, including any preparatory works to the ground, shall commence until a scheme for the protection of trees and other landscaping has been submitted to and approved in writing by the Local Planning Authority. The scheme shall detail the precise location of protective fences, areas of material storage within the site and root protection zones. The approved scheme of protection shall be implemented on site prior to construction works commencing on site and shall be maintained throughout the period of construction.

Reason: In order to protect the trees and landscaping in view of their positive contribution to the visual amenity of the area and to accord with Stockton on Tees Core Strategy Development Plan Policy CS3 'Sustainable living and climate change'.

Construction Management Plan

- 19 Prior to the development hereby approved commencing on site (including any clearance works in advance of construction activity) a 'Construction Management Plan' shall be

submitted to and approved in writing by the Local Planning Authority. The scheme shall include but not be restricted to the following details;

- The routing of HGV movements associated with the site;
- Staff parking provision and other parking and manoeuvring;
- Predicted construction traffic flows;
- Wheel cleaning facilities;
- Sheeting of vehicles;
- Dust suppression;

The construction phase of the development shall be undertaken in strict accordance with the approved 'Construction Management Plan'.

Reason: In order to limit the impacts of the development on the surrounding environment in accordance with the requirements of the National Planning Policy Framework.

Surface Water Management

20 The development hereby approved shall not be commenced on site until a scheme of 'Surface Water Drainage and Management' has first been submitted to and approved in writing by the Local Planning Authority. The scheme shall include but not be restricted to providing the following details;

- Extent of surface water discharge;
- Design of the Surface Water Drainage scheme including any attenuation;
- Discharge points for surface water;
- Timescales / Build programme for provision of the scheme;
- Details of adoption responsibilities;
- Management plan for the Surface Water Drainage scheme and any maintenance and funding arrangement;

The building hereby approved shall not be brought into use until the approved 'Surface Water Drainage' scheme has been implemented and brought into use and the approved scheme shall be maintained in accordance with the Surface Water Management scheme for the lifetime of the development.

Reason: In order to prevent risk of flooding elsewhere in accordance with the guidance within Core Strategy Development Plan Policy CS10 and the National Planning Policy Framework.

INFORMATIVES

Informative 1: Working Practice

The Local Planning Authority found the submitted details satisfactory subject to the imposition of appropriate planning conditions and has worked in a positive and proactive manner in dealing with the planning application.

Informative 2: Noise disturbance to adjacent premises

The Reserved Matters details shall include for hard and soft landscaping works to be undertaken in order to protect amenity associated with nearby dwellings. Within such a scheme, some boundaries may require acoustic fencing and mounding, the height and acoustic quality of which should be justified in relation to potential noise source from the proposed development. An assessment by a noise consultant will be necessary in order to establish where or whether acoustic protection is required.

HEADS OF TERMS

A Section 106 and / or S278 Agreement to provide suitable access to the site in a manner which achieves the following;

- ***An individual access (protected right turn or other access as deemed suitable by the Local Highways Authority) in the event of the approved Mount Leven Retirement Village Roundabout not being commenced;***
- ***A 4 leg roundabout (or other access as being deemed suitable by the Local Highway Authority) should the approved Mount Leven Retirement Village be commenced or the three leg roundabout required for the Retirement Village having been constructed or commenced.***
- ***In the instance of the individual access being provided and access to the Mount Leven Retirement Village being required following this, then transition works being undertaken to close the individual access following the provision of a 4 leg roundabout (or other access as being deemed suitable by the Local Highway Authority).***
- ***Provisions for all necessary design work, costs and implementation as required.***

BACKGROUND

1. There is no planning history for the application site which is relative to this proposal.

SITE AND SURROUNDINGS

2. The application site is located within the southern part of the Borough, on agricultural land to the south of Leven Bank Road, Yarm. The urban edge of Yarm and the approved but not yet commenced Mount Leven Retirement Village lie on the opposite side of Leven Bank Road to the north. Two existing dwellings lie to the east of the site before the land slopes down to the River Leven. Active agricultural land lies to the west and wooded land lies to the south which is part of a site of Nature Conservation Importance. The site is largely characterised by its open agricultural appearance.

PROPOSAL

3. Outline planning permission is sought for the development of a country club and spa on land to the south of Leven Bank Road, Yarm. Being outline, permission is being sought for the principle of development only and seeks to reserve matters of Access, Scale, Layout, Appearance and Landscaping for later consideration.
4. Indicative plans and illustrations have been submitted with the application as detailed in the appendices. The indicative plans show a single building on site along with over 100 parking spaces and access onto Leven Bank. The indicative building has a large rectangular footprint (3800sqm) and is shown being single storey to the front and 2 storey to the rear. Indicative floor plans for the building show a swimming pool with spa and treatment rooms, health and fitness suite, changing rooms and cafe/bar/lounge areas at ground floor with fitness studio's, a 360sqm office, kitchen and restaurant on the upper floor. An external seating area is intended to the south side of the building which would be part of an area used for marquee events such as weddings.
5. Two solutions to achieving an access onto the site have been provided, a stand-alone priority controlled T Junction which would be used were this development to be built prior to the Mount Leven Retirement village and a 4 leg roundabout should this proposed development be built out either at the same time as the Mount Leven Retirement village or following it it.
6. The application has been submitted with relevant supporting information including;
7. Design and Access Statement;
8. Planning Statement;
9. Flood Risk Assessment;

10. Phase 1 Habitat Survey;
11. Transport Statement;
12. Town Centre Impact assessment and
13. Landscape impact statement,
14. The submissions supporting documents suggest that the development will provide residents in the south of the Borough with a range of much needed community and leisure facilities for use in both the day time and the evening, having a longer term intention to grow produce on the land for use within the premises.

CONSULTATIONS

Consultations were notified and any comments received are summarised below:-

Kirklevington and Castle Levington Parish Council

- Site outside the limits of development
- Traffic already close to limits.
- Access to the site is of concern. Traffic turning into site and exiting site.
- Causing even more problems to the already very busy road both east and westbound.
- Issues to road configuration when retirement village goes ahead. ? one junction for both or 2 staggered by a few yards. This will cause considerable problems.
- A safe crossing facility would be required for pedestrians accessing from Yarm. Yarm on opposite side of Leven Bank Road.
- A bus refuge would be required to avoid congestion on Leven Bank Road.
- Have all other sites been taken into consideration in transport survey. It seems to refer to Marley Carr and Tall Trees only.
- Impact on natural wildlife corridor.
- The loop linking the River Tees and River Leven with light and sound pollution.

Environmental Health Unit

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;

Construction/Demolition - Open burning
Construction/Demolition Noise

After receiving the Noise Impact Assessment for the proposed development; I have the below comments to make to enable the noise from patrons is controlled when not inside of the marquee:

Noise disturbance to adjacent premises
Beer Garden/ Smoking Area
Smoke Shelter
Noise disturbance from New Plant
Management Plan
Unexpected Land Contamination

The issue relating to the lighting will not be addressed at planning or licensing stages as we do not feel this will be a problem for the nearest residential properties.

The only concern that I do have is that neither the planning application nor the noise report mention about having any music in the marquee. I am happy with the noise report and accept that the issues assessed within it are acceptable and should not cause a problem to the

nearest residential properties however if there is to be music in the marquee I might be minded to object to the marquee; the condition which I sent over previously relating to "noise disturbance to adjacent premises" might help but I do not feel it would be sufficient to protect the residents fully from music in the marquee. Licensing would also need to be consulted for the use of licensable entertainment in the marquee and it may be objected to at this stage as well.

I also believe that as the noise report has been carried out on the basis of 80 patrons using the outdoor area at any one time; I accept this number and this is the number which should be allowed in this area. This should be controlled through the management condition which I have previously sent over.

I have also realised after looking at the application again that I have not put in a waste management condition; I would like to include this condition in my response which is below: "There shall be provided at the premises containers for the storage and disposal of waste foods and other refuse from the premises. Those containers shall be constructed, maintained, and located so that access to them by vermin and unauthorised persons is prevented and arrangements shall be made for the regular lawful disposal of their contents."

Spatial Plans Manager

Thank you for consulting the Spatial Planning team on this application. 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 proposed Country Club and spa building is proposed to accommodate a leisure suite including gymnasium/fitness centre swimming pool and spa, as well as a café and restaurant. It is noted that the application is in outline form as there may be further refinements to the external appearance and internal layout. This response focuses on the key spatial planning issues which relate to the application and emerging policy within the Regeneration and Environment Local Plan (RELP).

The Development Plan- overview

The Development Plan currently comprises:

Stockton-on-Tees Local Plan 1997 (Saved Policies)

Stockton-on-Tees Local Plan Alteration Number One 2006 (Saved Policies)

Stockton-on-Tees Core Strategy DPD 2010

Tees Valley Joint Minerals and Waste LDD (September 2011)

The application site is located outside the defined limits to development and within the strategic gap. Therefore, saved Local Plan policy EN13 and point 3 of Core Strategy policy CS10 are relevant to the determination of the application.

You will also be aware that the Council is currently consulting on the Publication draft of the Regeneration and Environment Local Plan. This document identifies the site as being designated as outside the limits to development.

The National Planning Policy Framework (NPPF)

The NPPF is a significant material consideration in the determination of planning applications. Paragraph 14 states that at the heart of the NPPF is the presumption in favour of sustainable development which is a 'golden thread running through both plan-making and decision-taking'. For plan-making this includes local planning authorities positively seeking 'opportunities to meet the development needs of their area'. For decision-making it means:

approving development proposals that accord with the development plan without delay;
and

where the development plan is absent, silent or relevant policies are out-of-date,
granting permission unless:

Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits,
when assessed against the policies in this Framework taken as a whole; or

Specific policies in this Framework indicate development should be restricted. Achieving
sustainable development and core planning principles

The NPPF states that the purpose of the planning system is to contribute to the achievement of
sustainable development. There are three dimensions to sustainable development: economic,
social and environmental. These being underpinned by 12 core principles.

Relationship to the NPPF and the adopted Development Plan

Limits to development

Saved Local Plan policy 'EN13 - Limits to Development' in the adopted Local Plan (1997),
seeks to control development within the countryside and avoid harm to its character and
appearance. In order to do this the policy sets out the categories of development that can be
permitted outside the limits to development without compromising this objective. The case
officer will be required to consider the proposal against policy EN13.

Sustainable transport and travel

The proposal will need to be assessed in relation to Core Strategy Policy 2 (CS2) –
Sustainable Transport and Travel.

Sustainable living and climate change

It will be necessary to consider the impact of the proposal against Core Strategy Policy 3 (CS3)
– Sustainable Living and Climate Change. The 1st bullet point of point 8 of Policy CS3 states
that proposals will 'Make a positive contribution to the local area, by protecting and enhancing
important environmental assets, biodiversity and geodiversity, responding positively to existing
features of natural, historic, archaeological or local character, including hedges and trees, and
including the provision of high quality public open space'.

The Stockton-on-Tees Landscape Character Assessment and Capacity Study (July 2011)
provides the evidence base to consider the proposal in landscape terms. The site is located in
an area with medium landscape capacity (Unit SLCA0032 – Landscape Capacity
Assessment). Landscape capacity is the ability for the landscape to accommodate change
without significant impact.

Environmental protection and enhancement

The proposal will need to be assessed in relation to Core Strategy Policy 10 (CS10) -
Environmental Protection and Enhancement. Point 3 of policy CS10 states that '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... Strategic
gaps between the conurbation and the surrounding towns and villages...'

Provision of Facilities

Core Strategy Policy CS6 supports the 'provision of facilities that contribute towards the
sustainability of communities' and 'opportunities to widen the Borough's cultural, sport,
recreation and leisure offer'. Point 3 of CS6 advises that the quantity and quality of open space,
sport and recreation facilities will be protected and enhanced in accordance with guidance and
standards within the Open Space, Recreation and Landscaping SPD.

The proposal presented seeks to provide a private members facility; although it is noted that
membership will not be restricted and a range of membership options are envisaged, including

day passes. It is also noted that the applicant is receptive to allowing access to local schools by prior arrangement.

Town Centres

The proposed uses are identified as main town centre uses. In accordance with the NPPF, saved Alteration No1 to the Adopted Local Plan Policy S2 and Core Strategy Policy 5 (CS5) – Town Centres the sequential test should be applied. It is noted that the applicant has provided commentary regarding the application of a sequential test within the submitted planning statement. In determining the application the case officer must be content with the scope, flexibility demonstrated in terms of format and scale, and findings of the sequential test having considered it against NPPF para 24 and NPPG- Ensuring the vitality of town centres (specifically the section entitled ‘How should the sequential test be used in decision-taking?’)

The proposal is identified as being 3,786 sq m. In accordance with NPPF para 26 it will be appropriate to undertake an impact assessment as the proposal is above 2,500 sq m.

Relationship to the NPPF and the emerging Development Plan

The Regeneration and Environment Local Plan (RELP) publication draft is currently out for consultation. The RELP sets out the Council’s policies and site allocations to deliver the development strategy contained in the Core Strategy, which was adopted in March 2010. It also includes a revised Housing Spatial Strategy and the policies and site allocations that will deliver it. The RELP identifies the site as being located out with the limits to development (SP3).

Summarising comments

The starting point for consideration of the application is any conflict with the adopted development plan. In this regard the case officer will need to consider the proposal against saved Local Plan policy EN13, saved Alteration No 1 to the Local Plan policy S2 and Core Strategy policies CS1, CS2, CS3, CS5, CS6 and CS10.

Northern Gas Networks

Standard comments advising no objections and early contact with them as there may be gas apparatus in the area.

Northumbrian Water Limited

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:

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

The Environment Agency

We consider that outline planning permission could be granted to the proposed development if a condition controlling surface water is provided. Although we are satisfied at this stage that the proposed development could be allowed in principle, further clarification is required regarding the method of surface water drainage. The FRA states that it is anticipated that surface water drainage will drain to main sewer. If this is the case then discharge rates should be agreed with NWL. However, if this strategy changes and involves discharging to a watercourse then we would wish to be re-consulted.

Disposal of Foul Sewage

An acceptable method of foul drainage disposal would be connection to the foul sewer. The Sewerage Undertaker should be consulted by the Local Planning Authority and be requested to demonstrate that the sewerage and sewage disposal systems serving the development have sufficient capacity to accommodate the additional flows, generated as a result of the development, without causing pollution.

Car Parking Areas

Drainage from parking areas that will discharge to a surface watercourse must be first passed through an oil interceptor. Drainage to soakaway from car parking areas for greater than 50 spaces should be passed through an oil interceptor before discharging to ground.

The Environmental Permitting Regulations make it an offence to cause or knowingly permit any discharge that will result in the input of pollutants to ground and/or surface waters.

In accordance with the Planning Practice Guidance (Reference ID: 7-043-20140306), please notify us by email within 2 weeks of a decision being made or application withdrawn. Please provide us with a URL of the decision notice, or an electronic copy of the decision notice or outcome.

Tees Archaeology – Initial Comments

The corridor of land on either side of Low Lane/Leven Bank/Ladgate Lane has produced evidence for a number of significant archaeological sites in recent years. The land to the immediate west was found to include a Romano-British settlement (including cist burials) when evaluated in 2011. The land to the immediate north (around Mount Leven Farm) contains the remains of at least two further later prehistoric and Romano-British settlements (discovered in 2012). This pattern of prehistoric and later settlement is noted along the length of the lane, with further examples at Green Lane (nr. Yarm Station), Ingleby Mill Primary School (which also has an Anglo-Saxon cemetery) and Little Maltby Farm (including a Bronze Age burial mound). The evidence suggests that the lane appears to be the focus of archaeological activity from the Bronze Age to the Anglo-Saxon period.

Given the proximity to other archaeological sites and its position adjacent to Leven Bank it is reasonable to assume the development area has an archaeological potential. In this instance I recommend that it is appropriate for the local authority to require the developer to submit the results of a field evaluation (NPPF para 128). In this case a desk based assessment would be insufficient to assess the significance.

In the first instance I would recommend a geomagnetic survey of the development area (including car park and access road). If anomalies consistent with archaeological features are present then I would also recommend some trial trenching to establish their date, level of survival and hence significance. This information should be provided prior to a planning decision being made in order the significance can be properly assessed.

Tees Archaeology – following comments

The geophysical survey has identified a range of features. Those in the southern part of the site (Area 1) stand out as having archaeological potential. The report for the work suggests that they could represent natural variation in the subsoil, but that an 'archaeological origin should not be ruled out' (para. 5.14).

As you will be aware there has been a substantial amount of development control related archaeological work in this part of Stockton on Tees in recent years. A similar geophysical survey to the west of Yarm Railway Station revealed very similar, amorphous, anomalies. On excavation these proved to be the remains of a Romano-British settlement.

In line with my previous advice (17th March 2015) I recommend that trial trenching takes place to establish the significance of these anomalies in order that a proper assessment of the impact can be made.

Thank you for the re-consultation on this planning application following receipt of the archaeological trial trenching report.

The applicant had previously submitted the results of a geophysical survey which were inconclusive. The trial trenching has tested the results of this survey and indicates that the geomagnetic anomalies were the result of variations within the local geology rather than of archaeological origin.

The results of the geophysical survey and trial trenching meet the information requirements of the NPPF (para 128). They indicate that the archaeological potential of the site is low.

I therefore have no objection to the proposal and have no further comments to make.

Highways, Transport and Environment Executive Summary

The proposed development is an outline application for a proposed country club and spa with all matters reserved.

Whilst the application is outline with all matters reserved Highways, Transport and Environment must be satisfied that the development is acceptable in principle and that a safe access can be formed with the existing highway.

The proposed access arrangements must take full account of the extant approval for a retirement village at Mount Leven (13/0776/EIS) and its approved means of access. The access for the extant approval (13/0776/EIS) is to be achieved by constructing a new 3 leg roundabout junction, on the A1044 Leven Bank, which now forms part of a s278 agreement.

Should the roundabout, associated with the approved Mount Leven Scheme (13/0776/EIS) come forward, a new permanent access, for the proposed country club and spa, would be formed by creating a 4 leg roundabout (drwg ref S158 SK 001 rev H) in the position of the 3 leg roundabout to be provided under application 13/0776/EIS. This would require an amendment to the approved means of access for extant approval 13/0776/EIS.

Whilst the proposed permanent 4 arm roundabout access is acceptable in principle, the delivery of this access would need to be subject to a legal agreement involving all necessary land to achieve its provision. It would therefore be necessary for the applicant to demonstrate through a legal agreement that the proposed roundabout can be achieved.

Due to the unknown timescales for the delivery of the 3 leg roundabout associated with the approved Mount Leven Scheme (13/0776/EIS), the applicant is proposing to create an alternative access to serve the proposed country club and spa, in the form of a Protected Right Turn (drawing ref S158 SK 001 rev G), which would remain operational until the roundabout comes forward. To comply with highway design guidance it would be necessary to remove the Protected Right Turn as part of the construction of the roundabout improvement.

The details of the proposed 4 arm roundabout (drawing ref S158 SK 001 rev H) and the Protected Right Turn (drawing ref S158 SK 001 rev G) are considered to be broadly acceptable.

The appropriate Road Safety Audits should be undertaken, on both of the proposed access options, and this should be secured by condition.

The provision of access arrangements would be achieved at reserved matters stage.

A Transport Assessment (TA) has been submitted in support of the application which assesses the impact of the proposed development on the highways network. The TA demonstrates that the proposed development would have the greatest impact on highways network, which experiences peak traffic flows during the AM peak period (8:00 – 9:00), during the PM peak period (18:00 – 19:00). Highways, Transport and Environment agree with this assessment and that this impact would be insignificant within the context of NPPF.

The development should be designed and constructed in accordance with the Council's Design Guide and Specification (Residential and Industrial Estates Development) current edition and Supplementary Planning Document 3: Parking Provision for New Developments (SPD3). However, the plans submitted based on a building GFA of 3,786m² indicate a shortfall in parking provision offering 122 car parking spaces and no cycle parking provision against a SPD3 requirement for 172 car parking spaces and 38 cycle parking spaces. It is therefore considered, that as there is sufficient land within the application site on which to create the additional parking requirements that the car parking in line with SPD3 should form part any Reserved Matters application.

The location of the service area or refuse storage area has not been identified and the ability for a large vehicle, such as a refuse wagon, to access these areas has also not been demonstrated. This information should be provided, should the application be approved, as a part of any Reserved Matters application.

No formal Landscape Visual Impact Assessment has been submitted as part of this application. The 'Narration', however, provides a useful review of the development's impacts, including a review of how the development would be viewed from four locations around the application site. The images provide a helpful artist's impression of the completed development, but they are not considered to be photomontages.

It is clear that the development is most visible from the A1044 Leven Bank Road, (Viewpoints 1 and 2), particularly the proposed building roof, but it would be viewed against a wooded or farmland backdrop, not the skyscape as described in the submission. Therefore further consideration should be given to building materials selection to blend the building more readily with the backdrop. Approval of the building materials should form part of any Reserved Matters application.

Whilst none of the submitted viewpoints represent residential receptors on the A1044 Leven Bank Road, Highways Transport and Environment are satisfied that any mitigation planting can be resolved as part of any Reserved Matters application.

A full and detailed soft landscape scheme will be required to mitigate the visual impact of the development, frame views and create a high quality landscape to surround the Country Club. Mitigation measures should include native hedges and tree planting to compliment the rural nature of the area and break up the large expanse of hard surfacing. Permeable surfacing materials should also be considered, and or provision of SUDS within the development. Consideration should also be given to appropriate boundary treatments which should reflect local character. Details of these features will be required as part of any Reserved Matters application.

The majority of the screen planting shown on the images, and other required hard and soft landscaping such as boundary treatments will be undertaken on land outside the red line boundary. The submitted blue line boundary plan gives reassurance that sufficient mitigation screening and other landscaping can be achieved on land under the control of the Applicant, i.e. outside of the red line boundary but within the blue line boundary. These works should be secured by a Grampian condition.

No information has been submitted on the environmental impact of the scheme and the applicant has not demonstrated now at least 10% of the energy requirements of this developments will be met from renewable sources as required by Development Plan Policy. Approval of this information would form part of any Reserved Matters application.

The planning application does not provide sufficient information regarding the management of surface water runoff, however, approval of this information would form part of any Reserved Matters application.

Highway, Transport and Environment do not object to the proposed application for a country club and spa.

Detailed comments and conditions are included below in Appendix 1 and 2 respectively.
Appendix 1 – Detailed Comments

Highways Comments

The proposed development is an outline application for a proposed country club and spa with all matters reserved.

Whilst the application is outline with all matters reserved Highways, Transport and Environment must be satisfied that the development is acceptable in principle and that a safe access can be formed with the existing highway.

Access

The proposed access arrangements must take full account of the extant approval for a retirement village at Mount Leven (13/0776/EIS) and it's approved means of access. The access for the extant approval (13/0776/EIS) is to be achieved by constructing a new roundabout junction, on the A1044 Leven Bank, which now forms part of a s278 agreement.

The permanent access, for the proposed country club and spa, would be formed by creating a 4 leg roundabout in the position of the 3 leg roundabout to be provided under application 13/0776/EIS. This would require an amendment to the approved means of access for extant approval 13/0776/EIS. Details of the proposed 4 arm roundabout, which are shown on drawing ref S158 SK 001 rev H, are considered to be broadly acceptable.

Due to the unknown timescales for the delivery of the roundabout associated with the approved Mount Leven Scheme (13/0776/EIS), the applicant is proposing to create an alternative access to serve the proposed country club and spa, in the form of a Protect Right Turn, which would remain operational until the roundabout comes forward. At this point the individual access

serving the country club would be removed as the existence of both the roundabout and the protected right turn into the Country Club at the same time do not meet necessary technical standards. Details of the proposed temporary Protect Right Turn, which are shown on drawing ref S158 SK 001 rev G, are considered to be broadly acceptable.

The appropriate Road Safety Audits should be undertaken, on both of the proposed access options and this should be secured by condition.

The provision of access arrangements would be achieved at reserved matters stage.

It should be noted that, whilst the proposed permanent 4 arm roundabout access is acceptable in principle, the delivery of this access would need to be subject to a legal agreement involving all necessary land to achieve its provision. It would therefore be necessary for the applicant to demonstrate through a legal agreement that the proposed roundabout can be achieved.

Development Layout

The applicant has submitted two proposed internal layouts for the development, which are shown on drawings ref. S158 SK 001 rev G and rev H, which take account of the temporary and permanent access arrangements.

Drawing ref S158 SK 001 rev G, which includes the protected right turn access, shows a 5.5m wide carriageway with 2 m footways either side connecting the site access with the car parking provision. The footways also extend along the frontage of the site and provide connections to the existing network on the A1044 Leven Bank. The existing property (Hedgeside), which is currently accessed directly from the A1044 Leven Bank, would be served from a side road taken from the proposed internal site access road.

Drawing ref S158 SK 001 rev H, which includes the 4 leg roundabout access arrangements, shows a 5.5m wide carriageway with 2 m footways either side connecting the site access with the car parking provision. The footways also extend along the frontage of the site and provide connections to the existing network on the A1044 Leven Bank. The existing property (Hedgeside), under this option, would not be served from an internal site access road and would continue to have a dedicated access taken directly from the A1044 Leven Bank.

The car parking provision and servicing arrangements on drawings S158 SK 001 rev G and S158 SK 001 rev H are the same and therefore the comments below apply to both.

In accordance with Supplementary Planning Document 3: Parking Provision for Developments (SPD3) the proposed development should provide 1 non-operational parking space per 22m² gross floor area. The applicant has submitted a Design and Access statement in support of the application which states that 'The building is broadly rectangular in terms of its footprint and will extend to a gross internal floor area (GFA) of some 3,786m²'

The plans submitted based on a building GFA of 3,786m² indicate a shortfall in parking provision offering 122 car parking spaces and no cycle parking provision against a SPD3 requirement for 172 car parking spaces and 38 cycle parking spaces. It is therefore considered, that as there is sufficient land within the application site on which to create the additional parking requirements that the car parking in line with SPD3 should form part any Reserved Matters application.

The applicant at this stage has not identified, within the proposed development, the location of the service area or refuse storage area. This information is required together with tracking information for a large vehicle, such as a refuse wagon, to demonstrate that a suitable site layout is achieved which allows service vehicles, such as a refuse wagon, to enter the site in a forward gear and manoeuvre within the site enabling them to re-join the highway in a forward

gear. This information should be provided, should the application be approved, as a part of any Reserved Matters application.

Traffic Impact

The applicant has submitted a Transport Assessment (TA) in support of the proposed development however; this did not take account of the following extant permissions for residential development at Green Lane (12/1990/EIS) and a Retirement Village at Mount Leven (13/0776/EIS). Therefore the assessment of the impact of the proposed development on the highway network, including the junction capacity assessment undertaken, was not considered reliable and an update to the TA was requested.

An update to the TA has been provided, which takes account of the extant approvals, and demonstrates that the maximum traffic impact associated with the proposed development would be 186 two-trips during the weekday (PM) peak hour (18:00 to 19:00).

The impact of the proposed development has been considered at the A67 / A1044 (Crossroads) roundabout, during the weekday (PM) peak hour (18:00 to 19:00), when the maximum traffic impact would occur. The TA indicates that 54 two-way trips at this location would be associated with the proposed development however; this does not take account of transferred, pass-by or diverted trips which are already present on the network.

Applying assumptions, based on TRICS Research Report 14/1, 30% of the trips associated with the proposed development would be 'new' to the network with the remainder being associated with transferred, pass-by or diverted trips which would already be on the network. This would therefore result in 16 'new' two-way trips at the A67 / A1044 (Crossroads) roundabout, during the weekday (PM) peak hour (18:00 to 19:00), when the maximum traffic impact would occur.

An additional 16 two-trips, at the A67 / A1044 (Crossroads) roundabout, during the weekday (PM) peak hour (18:00 to 19:00) would have a negligible impact on the operational capacity of this junction, which experiences peak traffic flows during the AM peak period (8:00 – 9:00) Highways, Transport and Environment agree with this assessment and that this impact would be insignificant within the context of NPPF

Highways, Transport and Environment are therefore unable to object to the proposed development on highways capacity grounds as it cannot be demonstrated, within the context of NPPF, that the residual cumulative impact of the proposed development on the highways network would be severe.

Sustainable Links

The applicant has demonstrated that as an isolated location that most journeys would be by car and as a result no sustainable links are requested.

Landscape & Visual Comments

As outlined in the Pre Application comments a Landscape and Visual Impact Assessment (LVIA) was recommended for the development, prepared in accordance with the latest recognised standards set out in the Landscape Institute's 'Guidelines for Landscape and Visual Impact Assessment -Third edition'. The submitted 'Narration' provides a useful review of the developments impacts, including the view from four locations around the site, but does not provide a narrative comparison before and after the development, as is recommended in the guidance. The images provide a helpful artist's impression of the completed development, but they are not considered to be photomontages, as they do not comply with current guidance.

Landscape Character

The site lies just outside the limits to development in the Yarm Rural Fringe Character Area. The Stockton Landscape Character Assessment considers the site to be medium landscape value with a low landscape sensitivity and medium visual sensitivity and landscape capacity. This character area is under pressure from potential expansion of development on the urban fringe, further degrading the rural character of the area. A Site of Nature Conservation Interest (SNCI), covering the River Leven Corridor, is located near the southern edge of the development.

The Narration document proposes that the Country Club development ‘...represents a human change to a landscape where large scale non-residential development is not out of character with the landscape and specifically this fringe.’ However, other large scale non-residential development within this zone, such as HMP Kirklevington, Judges Hotel, and the driving range are well screened by mature landscaping from adjacent receptors.

The Narration indicates that the ‘...proposed landscaping of the development would be in character with the plantations also existing in the landscape and would break up the human character of the development.’ Soft landscaping incorporated within the site layout drawing is minimal, showing trees within the car park only. A significantly more extensive landscape scheme will be required to achieve the aim of reflecting the plantation character.

Visual Amenity

A review of the submitted documents is summarised below.

Viewpoint 1 – The existing view is one of a rural landscape of arable farmland rolling into the distance interrupted by the wooded edge of the Leven Valley, with the Cleveland Hills beyond. There is a strong wooded boundary to the east, with the new residential property at Hedgeside at the forefront of the view.

At completion the images show the new Country Club building prominent within the view, with the expanse of light coloured roofing materials the most prominent element of the development. The ‘Narration’ document describes this as matching the sky, disguising the overall mass of the building, however when seen against the rural backdrop of woodland and fields it is intrusive within the view. A darker coloured material would blend more sensitively with the backdrop. The images include a landscape scheme, showing a progression from Year 0 to Year 20, although no information on soft landscaping is included with the submission. Whilst it is believed these images exaggerate the screening impact of a potential new planting scheme, it is clear that mitigation planting would reduce the visual impact on receptors using Leven Bank Road/Green Lane.

Viewpoint 2 – Viewpoint 2 is in close proximity to the residential property ‘Hedgeside’ and is one of a rural landscape of arable farmland rolling into the distance interrupted by the tree lined edge of the Leven Valley, with the Cleveland Hills beyond, similar to Viewpoint 1.

At completion the images show the new Country Club building prominent within the view, seen across the new access road. As from Viewpoint 1, the light coloured roofing materials are prominent against the rural backdrop of woodland and fields. The images show the landscape scheme from Year 0 to Year 20 screened by young trees which mature by Year 20. It is accepted that mitigation planting would reduce the visual impact on receptors using Leven Bank Road/Green Lane.

Viewpoint 3 – Viewpoint 3 is taken from the public footpath south west of the development from a small field within the River Leven valley. The proposed development site is elevated above the viewpoint with limited visibility due to existing mature trees.

A tree survey would be required to demonstrate which trees are suitable for retention in the long term. Details of the tree survey requirements are noted in the Informative section. Assuming all existing mature trees within and around the site are retained, at completion it is likely that the new Country Club building roof may be visible from this location but only glimpsed amongst the existing tree canopy. Receptors using this route will view the building for a short period as they traverse the footpath through the valley. It is likely that with sufficient mitigation planting, the new building could be screened from this viewpoint.

Viewpoint 4 – Viewpoint 4 is taken from the public footpath south of the development on the edge of the woodland. The proposed development site is elevated above the viewpoint with limited visibility due to existing mature trees.

At completion it is likely that the new Country Club building roof may be visible from this location but only as a single view through the existing woodland, along the line of the overhead cable. Receptors using this route will view the building for a short period as they traverse the footpath through the valley. It is likely that with sufficient mitigation planting to the rear of the building, and potential off site planting to reinstate the hedgerow, that the new building could be screened from this viewpoint.

It is clear from the submitted visuals that the applicant recognises the benefit of mitigation planting on views from the A1044 Leven Bank Road. It is essential that this planting is implemented, and should be secured by condition, and possibly via a Grampian Condition where this is outside the red line boundary.

None of the submitted viewpoints represent residential receptors on the A1044 Leven Bank Road (Hedgeside, Roselea and Levencroft). In the absence of any information from the applicant on views from these residential receptors a mini assessment has been undertaken. The closest residential receptor is approx. 300m from the new building, and viewed across the existing road, and open field, with an existing hedgerow and young tree planting in between. Highways Transport & Environment are satisfied that the visual impact is likely to be medium - low, and that any mitigation planting can be resolved as part of any Reserved Matters application. There are concerns about the lack of space for screening the western end of the building, but it is considered that this can be resolved later, once the final site layout and materials etc. have been resolved.

It is clear that the site is most visible from the A1044 Leven Bank Road, (Viewpoints 1 and 2), particularly the proposed building roof. As outlined above, Viewpoints 1 and 2 show the buildings' roof against a wooded or farmland backdrop, not the skyscape. If the outline application were approved further consideration of building materials would be required, with respect to local character and the visual impact. Consideration of alternative roofing colours and materials, or a green roof, may reduce the visual impact of the development on receptors on Leven Bank Road/Green Lane, north and west of the site.

A full and detailed soft landscape scheme will be required as part of any Reserved Matters application. Mitigation measures deemed appropriate should include native hedges and tree planting to compliment the rural nature of the area. Consideration should be given to the size and species of trees and shrubs chosen to provide instant screening where necessary, and these should be integrated into the parking area to break up the large expanse of hard surfacing and reflect the rural edge location of the site. Permeable surfacing materials should be used for car parking areas.

Consideration should also be given to appropriate boundary treatments, including any fencing and gates, hedgerows, entrance features and signage, which should reflect local character. Details of these features will be required as part of any Reserved Matters application.

The majority of the screen planting shown on the images, and other required hard and soft landscaping such as boundary treatments will be undertaken on land outside the red line boundary. The submitted blue line boundary plan gives reassurance that sufficient mitigation screening and other landscaping can be achieved on land under the control of the Applicant, i.e. outside of the red line boundary, this should be secured by a Grampian condition.

Highways Transport & Environment have no objections on Landscape and Visual grounds.

Environmental Policy

No information has been submitted on the environmental impact of the scheme and the applicant has not demonstrated now at least 10% of the energy requirements of this developments will be met from renewable sources as required by Development Plan Policy. Approval of this information would form part of any Reserved Matters application.

The information required to demonstrate how at least 10% of the energy requirements of this developments will be achieved from renewable sources should be secured by condition.

Flood Risk Management

The planning application does not provide sufficient information regarding the management of surface water runoff however; this should be secured by condition. The information submitted should take account of the following:

The point of discharge for the surface water drainage systems has not been agreed;
Surface water discharge rates have not been agreed , (this will determine / identify storage requirements);

The surface water drainage system must have sufficient capacity to accommodate a 1 in 30 year storm;

The design shall also ensure that all subsequent storm water events up to and including the 1 in 100 year event surcharging the system can be stored on site without risk to people or property and without flowing into drains or a watercourse;

The flow path of flood waters exiting the site as a result of a rainfall event exceeding the 1 in 100 year event should be provided;

The development must not increase the risk of surface water runoff from the site or cause any increased flood risk to neighbouring sites. Any increase in surface water generated by the development or existing surface water/groundwater issues on the site must be alleviated by the installation of an appropriate drainage system within the site.

PUBLICITY

Neighbours were notified and comments received are summarised below. A total of 16 objections and 11 supporting comments and 1 general comment were received from the following addresses:-

Mrs Doreen Smith, Hillcroft Leven Bank Road
Mr Russell Shippey, 32 Forest Lane Kirklevington
Mr Paul Mosley, 21 Penberry Gardens Ingleby Barwick
Mr Chris Stuart, 23 Howden Dike Yarm
Margaret Smith, 5, St David's Close Billingham Cleveland
Mr John Lees, Pavilion 1 Belasis Court Belasis Hall Technology Park
Mr Jason Hadlow, 46 Spitalfields Yarm
Mrs Christine Mundy, 28 Crosswell Park Ingleby Barwick
Mrs Janice Graham, 10 Battersby Close Yarm
Mr & Mrs Les & Elaine Bell, 4 Sandwood Park Guisborough
Mr Alex Bates, 67 Longleat Walk Ingleby Barwick

Mr Geoffrey Mundy, 28 Crosswell Park Ingleby Barwick
Mr John Whyte, 16 Canon Grove Yarm
Miss Michaela Reaney, 32 Forest Lane Kirklevington
Mrs Victoria Demain, 3 Mortain Close Yarm
Mr Robert Godsmark, 6 Alwin Close Ingleby Barwick
Mrs Karen Evans, 1 Kingsdale Close Yarm
Ms Denise Chapman Brown, 6 Claydon Grove Ingleby Barwick
Mr Shane Sellers, 2 Eggescliffe Court Eggescliffe
Mrs Karen Lamb, 22 Braeworth Close Yarm
Julie Winderley, 4 Urford Close Yarm
Deb Watt, Garth Cottage Leven Bank Road
Mr & Mrs W Bates, Handley Cross, Leven Bank Road
Charles Pickering, Holdenfields Farm, Castlelevington
Marjorie Simpson, 15 Mayes Walk, Yarm
Mr Andrew Sherris, 18 Merlay Close, Yarm

Comments of support

This is a well needed leisure use for the area to serve communities where there is no such provision.

Beneficial effect on the local community as they improve their lives through exercise and healthy living. It will also provide an environment where people can socialise together in the restaurants, cafés and bars. This facility not only offers a Pool, but many other health beneficial facilities. Keeping our residents healthy and fit through the generations is a core philosophy of the Yarm Residents Group. We are often promised facilities but when they are delivered they are often scaled back, but mostly never delivered at all.

The indicative building would complement the surrounding area.

There are more than enough on site car parking bays for visitors to this location, disabled and otherwise, and the inclusion of appropriate landscaping will limit its view from the A1044.

One of the many objections raised in relation to the housing developments of Morley Carr, Tall Trees, Green Lane and Mount Leven was one of a lack of sustainability. Residents did not feel that there were enough local public facilities to support a growing population in and around Yarm. What is proposed with this development at least goes some way to addressing the shortfall of local leisure facilities.

It will boost the local economy and create local employment opportunities for this growing population.

Considering its aspect, there also looks to be potential for enjoyment of vistas towards the North Yorkshire moors from the intended cafe/restaurant verandah which from a touristic point of view will show off our wonderful surrounding countryside. I understand that extensive tree planting will also be a feature of the development site further enhancing its appeal and merging with the natural existing landscape.

In terms of access, as this is a completely separate application from Mount Leven's retirement village I am not entirely surprised that a simple right hand turn has been applied for here as opposed to any possible leg off an as yet unrealised roundabout scheme which is part of that approved development. I see no reason that a right hand turn cannot successfully work in this instance particularly when comparing to other accesses along the A1044, namely the Fox Covert, Leven Camp, Bridgewater, two housing estates, Conyers and Tall Trees which was a similar development site and also only had a simple access.

NPPF guidance advocates that in order to achieve sustainable development there should be promotion of healthy communities and for local authorities to deliver the social, recreational and cultural facilities and services that a community needs, recommending that planning policies and decisions should be:

Planned positively for the provision and use of shared space, community facilities (such as local shops, meeting places, sports venues) and other local services to enhance the sustainability of communities and residential environments. This application will undoubtedly help Stockton Council meet these requirements should they be mindful to approve this application.

The NPPF states it requires of Local Authorities that allocation be given for a range of suitable sites to meet the scale and type of retail, leisure, commercial, office, tourism, cultural, community and residential development needs in town centres. It is important that needs for retail, leisure, office and other main town centre uses are met in full and are not compromised by limited site availability. I would say that here is a developer willing to provide a suitable site for a range of leisure facilities thus far unavailable in Yarm.

A further NPPF recommendation is that the: *planning system should play an important role in facilitating social interaction and creating healthy communities. Local planning authorities should create a shared vision with communities of the residential environment and facilities they wish to see.*

Ingleby Barwick is the largest housing estate in Europe with 21K plus residents and still expanding. Yarm has approximately 9K residents and is about to expand by approximately a further potential 4 to 5K. Further, within the catchment area there is also the population of Eaglescliffe to consider both existing and additional from the houses that are soon to be built there. Based on this fact I think it is clear that there is a need and scope for both facilities. The area has suffered for years from under provision of any sort of adequate community support facilities, here is an opportunity to change that.

Points of objection / concern

Concerns over noise pollution, for existing residents and in the general area / environment.

The proposed development encroaches on land owned by Mr Charles Pickering who farms the adjacent land.

The noise levels would be incomprehensible if we increased the level of traffic on that road.

Increase in noise and anti-social behaviour: There will be an inevitable increase in noise pollution from the increase in traffic volume together with the noise from operation of the facility. There is also large potential for accidents to occur from night revellers should the members club become a night club, making their way home by foot on an unlit, dangerous and already busy road.

Planned to be built within the Green Wedge: Surely this in itself makes a mockery of the Green Wedge and land set aside deliberately not to be built on?

This may open the floodgates to allow further developments, possibly more obtrusive, to be approved and Yarm may well lose many parts of its countryside.

Until I see the opening hours and music and alcohol licence applications for the country club part of this application I cannot support it. I am concerned for the houses opposite the club that would be disturbed in the late evening. This is a very residential area and any late night activity venue could have a serious impact on the neighbourhood.

There is no mention of opening hours for the car park. There is no mention of restrictions on activities such as outdoor events, letting off fireworks etc. with appropriate curfews enforced. No information is provided on entertainment use and licencing. We request this be provided.

There is no information on the likely noise from open windows, especially in the summer. If wedding parties and the like are intended to be held, this noise will be considerable, notwithstanding that from live music etc.

Reference is made to a marquee. As there is no sound attenuation in this environment, how will the numbers be limited and managed? With 122 car parking spaces, it is not unreasonable to expect 40 to 100 people outside on a summer's day/evening. What mechanism is proposed to limit these numbers? The number of parties, particularly outside, would also need to be limited. The Noise assessment is seriously flawed and not relevant. The comparison to a beer garden is not appropriate.

The Noise Impact Assessment should be carried out on another country club at night, in the summer and measure noise levels in the car park, outside activities and a marquee.

Construction noise has not been taken into account.

Ingleby Barwick's Multi million pound pool & leisure centre: The project has already been given the go ahead to be built and as I understand is to be opened by the summer of 2017, this all at a cost of £10million to the Tax payer! Furthermore, this project has funding in place, a site allocated on Blair Avenue and has the full traffic infrastructure in place with none of the problems identified above. Isn't this enough provision.

This is already a busy road and the geography and layout of the route is not suited to high traffic flows and visibility at the access is poor. Adding a busy entrance here would worsen the situation.

Site access during the construction phase would cause significant disruption to the local area due to construction vehicle traffic, impeded regular traffic and additional noise. Slow accelerating/braking construction vehicles would have difficulty entering and exiting safely.

The proposed access is just before a bend in the road and therefore will have a detrimental effect on road safety. Numerous other smaller applications have been recently refused for road safety reasons.

Operational traffic would adversely affect / worsen existing traffic congestion in the morning and evening peaks.

The bank is still not suited to cyclists, or safe for pedestrians, so the majority of visits to this proposed development will be by vehicle. There is almost a constant stream of traffic travelling up Leven Bank, into Yarm, on a morning. Health clubs tend to open early to accommodate those wishing to go before work, it would then be reasonable to assume you would have vehicles waiting to turn right into this development, waiting for a break.

There is neither a footpath for children coming out of Glaisdale Road nor a zebra crossing for them to cross to go swimming. Levendale estate is the nearest estate to the proposed country club and as such well within walking or cycling distance.

Sight lines, footpaths and slip lanes still do not appear to be achievable without 3rd party land.

The `ghost island` tapers appear to be too short at 30m. Will there be sufficient space to allow a number of vehicles to wait safely in the middle without a tail back up the road? Can an HGV be accommodated in the centre lane such as a bin wagon or brewery delivery truck?

As with all large scale applications, there should be some financial mitigation offered for schemes close to this site and also in the wider Yarm area.

The proposed application does not have the required visibility splay of 120 metres from the centre line of the driveway looking west towards Yarm, as indicated on the submitted plans. From actual measurements taken along the kerbside and taking into account the topography, the maximum visibility splay is 85 metres. The attached drawing shows the shortfall in the site line in red. This is a significant under provision. Furthermore, since the access for the proposed Country Club is the same as that approved for a single residential dwelling of Hedgeside, under planning application ref. 11/1813/COU, which had a condition (no. 08) that this should have a 120 metre visibility splay, it follows that the visibility splay to Hedgeside does also not comply and hence this is in fundamental breach of planning requirements .

Due to the inadequate visibility splay due to the location of the access near the top of a bend on the A1044 Leven Bank Road, the proposed development would have a detrimental effect on road safety.

This proposal would result in the intensification in use of an inadequate access and which could not be improved on within the boundaries of the land owned by the developer, thereby being detrimental to highway safety. In the last four years to October 2014, there have been four recorded injury accidents within 300 metres of the proposed access, two of which were serious.

Additionally, within the last three months, two vehicles came off the road within 50 metres of the existing access with one crashing through the newly erected fence line. Police were in attendance.

On 15 May 2015 a three vehicle collision occurred outside the entrance to Handley Cross which is the adjacent property to the proposed development. The lead vehicle (heading east on Leven Bank Road) was stationary waiting for a gap in the oncoming traffic to turn right when the second vehicle, which was also stationary, was hit by a third vehicle and shunted into the rear of the first vehicle. Although the Police attended the scene very quickly, the resultant tailback of traffic extended back approximately 500 metres, blocking the Preston Transport Depot entrance and Glaisdale Road, causing considerable delays and congestion.

Leven Bank Road is a popular cyclist route and the increase in traffic turning into the proposed facility will create a further road hazard for them. The proposed plan simply does not take account of the topography of the road and this has been raised previously.

A recent planning application, ref. 14/2883/FUL for Hillcrest, which is opposite the proposed development, was refused on highway grounds.

Concerns about the poor visibility splay towards Yarm from the Hedgeside site have also been raised previously by third parties (see planning application ref 14/1839/FUL).

Whilst this new application includes the provision of a car park with a capacity for 122 vehicles, the actual vehicle movements in and out of the site per day will greatly exceed this. This proposal fails to consider the impact of the Morley Carr Farm and Mount Leven development sites and the increased levels of traffic on Leven Bank Road.

Given that the entrance to Mount Leven Retirement Village, which also includes a swimming pool, on the opposite side of the road, is only 90 metres from the proposed entrance drive of the Country Club and that of Preston Transport's Ltd depot, with its fleet of 40 tonne eight

wheel rigid and twelve wheel articulated bulk carrier HGVs, is only 141 meters from that, this new commercial entrance would create an accident black spot.

The increased volume of traffic will have a significant adverse effect on traffic flow and congestion on Leven Bank Road with queuing traffic. The attached newspaper article (Darlington Stockton Times 27th June 2014) illustrates that the developer (Tom Howson), agrees with our concerns regarding road safety, visibility, traffic queuing and accidents. In this article the developer, speaking in relation to the then proposed retirement village opposite his house (Hedgeside), is quoted as saying that "he had spoken to a road safety expert and was concerned about visibility in the run up to the roundabout as well as traffic jams outside his driveway, restricting access to his home". Furthermore, in an e mail to Stockton Council he said "I can foresee accidents occurring". Views shared by local residents with respect to this application.

The addition of the proposed Country Club will therefore only make this situation much worse, even more so when his proposal shows his house driveway sharing that of the Country Club! Similarly, as Hedgeside's immediate neighbour, the same concern will apply to our driveway and access onto Leven Bank Road.

The sight lines, footpaths and slip lanes are still not achievable without third party land and without drawings based on a topographical survey, they are meaningless.

The `ghost island` tapers appear to be too short at 30m. Will there be sufficient space to allow a number of vehicles to wait safely in the middle without a tail back up the road? Can an HGV be accommodated in the centre lane such as a bin wagon or brewery delivery truck?

The inclusion of a roundabout drawing seems very much of a `red herring` and it appears to have been moved south by about 10m? The present 3 leg roundabout was designed and approved by SBC following numerous and rigorous safety audits. A 4 leg roundabout was offered to the Club applicant in 2014 but this generous offer was declined, hence the only option available being the right turn facility.

There have been many accidents on Leven bank over the years, mainly due to its curves and blind bends and fact drivers do not expect to find standing traffic at the bottom of the bank near Leven Bridge; But this happens very regularly, with the restriction now of only one lane going up the bank towards Ingelby Barwick, any slow moving vehicles halt the flow of traffic, which then backs-up to the blind bend and back towards the Yarm side. This will be even more dangerous in the winter months with the gradient of the bank and the inability to stop on the icy roads.

The glare of the sun as you travel up the bank towards YARM can make it almost impossible to see at times. The blinding by the sun is just before the proposed entrance to the development.

When the A19 North bound is closed, Leven bank becomes the diverted traffic route for all traffic off the A19. This does happen throughout the year, Has this been taken into consideration?

My entrance onto Leven bank at Hillcroft, has become more and more difficult over the years to exit from. (It was very easy 38 years ago when no estates existed near by) . The proposed developments on Leven Bank and the surrounding area will make it even more so and more dangerous too.

One of the proposed accesses to the country Club development is almost directly opposite my drive, with the proposal of a standing lane in the middle of the road, it will make it extremely difficult and dangerous for me and other road users to exit turning right up the bank towards YARM.

In the Revised Transport Assessment document under Section 3 on page 3 Committed Developments, it does mention the figure of 370 dwellings for Green Lane but does not give the figures for the Retirement Village. There will be 328 dwellings in the village, plus an 80 bed Care Home, all accessed by this same roundabout, albeit a different leg of the roundabout. These two developments alone, the village and the country club, will increase the use of Leven Bank Road on a massive scale with the extra traffic generated by both. In fact there are 1372 new homes in total to be built in Yarm plus the 80 bed Care Home through committed developments, which will all have an impact on this road. By adding a fourth leg off the roundabout on Leven Bank Road, it will increase the number of occurrences whereby a vehicle or vehicles may be queuing on Leven Bank when travelling towards Yarm, due to drivers on the opposite side of the road turning right into the proposed Country Club. With a blind bend at the bottom of Leven Bank, this will leave vehicles at the end of the queue very vulnerable to a rear end shunt. It also works the other way, in that drivers travelling from Yarm having to wait for vehicles coming out of the proposed Country Club who are turning right towards Ingleby Barwick, may cause queuing traffic at the blind bend at the top of Leven Bank just beyond Glaisdale Road. There is a real risk of injury to drivers and passengers with an extra leg on this roundabout.

In Section 5 of the Revised Transport Assessment, it states 'It is considered that traffic associated with the proposed development will not have a material impact on the operation or safety of the local road network and capacity mitigation works are not required. In the context of Paragraph 32 of the National Planning Policy Framework (NPPF), it would not be reasonable to prevent or refuse the proposed development on transport grounds as the residual cumulative impacts cannot be considered to be severe.' I repeat 'cannot be considered to be severe.' People who carry out these surveys and produce their statistics do not live in this area, do not see the situation that occurs when buses and lorries struggle to get up Leven Bank at times and do not know what reduced vision one has when driving during the winter months due to the low lying sun. SBC's own Head of Technical Services objected to the retirement village application in 2013 due to concerns over road safety. The Planning Committee of 2013 chose to ignore those concerns and placed a terrible burden on Technical Services when they approved that application, forcing a roundabout on Leven Bank. How can the cumulative effect of 1372 new homes and a care home not have an impact?

I would also like to point out that in the Transport Statement dated 25 Feb 15, with regards to Pedestrian access, section 4.4 page 12, it states 'It is proposed to provide 2.0m wide pedestrian footways at the main vehicular entrance to the site. In addition, a new section of footway will be provided along the full length of the site frontage, on the southern side of A1044 Leven Bank Road. The opportunity also exists to extent the proposed footway further to the west, connecting the site with the existing footway network. Dropped kerbs would be provided at the connection point to facilitate the crossing of A1044 Leven Bank Road. These works would be contained within the adopted highway.' When looking at the OPTION A and OPTION B drawings it is possible to see the proposed 2.0m wide pedestrian footways within the limits of the site boundary, however they then taper off. I would implore that the Planning Committee when carrying out their site inspection, and it is absolutely paramount that all voting members of the Planning Committee do visit this site before it is brought to the Committee meeting, that they see how the footways cannot be continued with the same amount of width all the way round to the connecting street of Glaisdale Road. That is why I feel the viewpoint images used in the Landscape Visual Impact Narration document created in June 2015 were very misleading with regards to pedestrian and cyclist access to the site. Section 1.17 through to Section 1.24 on pages 7 to 10 did show how the pedestrian footways could indeed look along the full length of the site frontage, that is not being questioned, but this could not be continued beyond the site. To be suggesting that it will be safe to cross Leven Bank Road is absolutely ridiculous. With all the extra traffic generated by the Country Club and the Retirement Village, not to mention the short distance between the connecting street and the blind bend at the

top of the bank, it will be extremely dangerous. The junction at Glaisdale Road has seen many vehicle accidents over the years, pedestrians would be putting their lives at risk trying to cross there. I am completely neutral to the idea of a Country Club, it is not the actual development I am objecting to, it is the access to it.

The proposed structure of the building detracts from the visual amenity and further removal of the ancient hedgerow will have a detrimental impact on the character of the area. The effect of the proposed development on the open character of the land would unacceptably conflict with the objectives of policies EN 7 and EN 14. It would result in the development of a site within the designated green wedge and special landscape area which would adversely affect its openness and its character and which would set an undesirable precedent for other similar sites which could cumulatively have a greater impact on the function of these designations and the character of the wider area, contrary to Core Strategy Development Plan Policy CS10(3) and Saved Local Plan Policy EN7. This policy also states "development harms the landscape value of the following special landscape areas will not be permitted.....Leven Valley".

This proposal shows a lack of relief between boundaries, no buffer zones and which will therefore result in a building which substantially increases its prominence and emphasis, with a loss of an open landscape and represents overall poor design.

The proposed buildings and car park lie directly underneath high voltage (33,000 volt) electricity lines between Stockton Bowesfield Sub Station and Rudby Sub Station.

This development would also be located in an unsustainable location in view of it being positioned away from the main area of Yarm, along a stretch of road which does not have the benefit of footpaths or street lighting and which is located away from any nearby services, contrary to the general principals of the National Planning Policy Framework. It also would result in an unacceptable loss of amenity to adjacent properties.

Since the proposed development lies outside the defined limits of development, it will need to be considered against the provisions of policy EN13. In all cases the development must not harm the character or appearance of the countryside.

It appears that partial / effective screening does not appear until 20 years have passed!

Stockton Council have recently identified the preferred site on Blair Avenue, next to All Saints Academy in Ingleby Barwick for a new £10 million pool and leisure centre. This will provide public leisure facilities as well as use for the students at All Saints, unlike the proposed Yarm Country Club which will be largely subscription members only.

The recently approved Retirement Village opposite this proposed site will also have a swimming pool. The Council facility has funding in place and plans to be open by the summer of 2017.

By comparison, the proposed Yarm Country Club has no timetable for opening.

The proposed development is likely to have an adverse impact on the protected species of wildlife and local biodiversity in the area contrary to the adopted local plan policy EN4

The proposed site is next to a site of nature and conservation importance.

PLANNING POLICY

Where an adopted or approved development plan contains relevant policies, Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that an application for

planning permissions shall be determined in accordance with the Development Plan(s) for the area, unless material considerations indicate otherwise. In this case the relevant Development Plan is the Core Strategy Development Plan Document and saved policies of the Stockton on Tees Local Plan. Section 143 of the Localism Act came into force on the 15 Jan 2012 and requires the Local Planning Authority to take local finance considerations into account, this section s70(2) Town and Country Planning Act 1990 as amended requires in dealing with such an application [planning application] the authority shall have regard to a) the provisions of the development plan, so far as material to the application, b) any local finance considerations, so far as material to the application and c) any other material considerations

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.

Saved Policy EN13 of the adopted Stockton on Tees Local Plan

Development outside the limits to development may be permitted where:

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

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

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

Saved Policy EN7 of the adopted Stockton on Tees Local Plan

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

- (a) Leven Valley
- (b) Tees Valley
- (c) Wynyard Park.

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.

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

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. 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.

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.

Core Strategy Policy 5 (CS5) - Town Centres

8. Should any planning application proposals for main town centre uses in edge or out-of centre locations emerge, such proposals will be determined in accordance with prevailing national policy on town centre uses as set out in Planning Policy Statement 4: Planning for Sustainable Economic Growth or any successor to Planning Policy Statement 4.

Core Strategy Policy 6 (CS6) - Community Facilities

1. Priority will be given to the provision of facilities that contribute towards the sustainability of communities. In particular, the needs of the growing population of Ingleby Barwick should be catered for.
2. Opportunities to widen the Borough's cultural, sport, recreation and leisure offer, particularly within the river corridor, at the Tees Barrage and within the Green Blue Heart, will be supported.
3. The quantity and quality of open space, sport and recreation facilities throughout the Borough will be protected and enhanced. Guidance on standards will be set out as part of the Open Space, Recreation and Landscaping Supplementary Planning Document.

Core Strategy Policy 10 (CS10) Environmental Protection and Enhancement

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

Emerging Policy – Regeneration and Environment Local Plan (Publication Draft)

Strategic Policy SP3 – Locating Development

1. Development within the limits to development will be acceptable, in principle, subject to compliance with other relevant national and local policies.
2. A more restrictive approach to development will be applied on land outside of the limits to development in accordance with the protection afforded to strategic gaps and green wedges.
3. The Council will support development in the countryside (land outside limits to development and green wedge) providing it is of an appropriate scale and does not harm the character and appearance of the countryside; where it provides:
 - i) Development necessary for a farming or forestry operation; or
 - ii) Farm diversification; or
 - iii) Equestrian activity; or
 - iv) A recreation or tourism proposal requiring a rural location; or
 - v) Facilities adjacent to villages which are essential to their social and community needs; or
 - vi) A suitable scale extension within the curtilage of a residential building or to an existing business; or
 - vii) Other development that requires a rural location for technical or operational reasons; or
- viii) New dwellings where they:
 - Are essential for farming, forestry or the operation of a rural based enterprise; or
 - Represent the best viable use of a heritage asset or would be appropriate enabling development to secure the future of a heritage asset; or
 - Would re-use redundant or disused buildings and lead to an enhancement of the immediate setting; or
 - Are of an exceptional quality or innovative nature of design
4. Development within the countryside should in the first instance be directed towards existing underused buildings on the site for re-use or conversion and only where it can be demonstrated these would not be appropriate for the intended use should new buildings be considered.
5. Development within the vicinity of a major hazard site or major accident hazard pipeline will only be permitted where there is no unacceptable risk to human health and the environment.

Policy S14

19. Proposals for Use Class A3, A4 and A5 'Food and Drink' development will be permitted in the defined retail Centres listed in Policy S1, where the proposal is in accordance with the following retail locational policies:-
 - 1) Within the Defined Stockton Town Centre, subject to Policies S4, S5 and S6;
 - 2) Within the defined District Centres except Yarm, subject to Policy S7;.
 - 3) Within the defined Yarm District Centre, subject to Policies S8 and S9;
 - 4) Within the defined Local and Neighbourhood Centres, subject to Policies S10 and S11;
 - 5) Outside of the defined retail Centres, proposals for A3, A4 and A5 uses will only be permitted if there are no suitable units available within the defined Centres, or there are justified exceptional circumstances that necessitate such a location.
20. Proposals for all Use Class A3, A4 and A5 uses will be considered against the following criteria:-
 - i) the level of traffic generated and the provision of parking facilities, both in terms of highway engineering considerations and the general amenity of the area;

- ii) any adverse impact of proposals on residential amenity in terms of smell, noise, litter fumes and disturbance;
- iii) the provision of adequate and effective fume extraction and filtration equipment;
- iv) the provision of facilities for litter within and adjoining the premises;
- v) the secure provision for trade waste, stored in an out of sight location;
- vi) where appropriate, conditions limiting the late night opening may be applied.

Saved Policy S15

21. Planning permission will be granted for new development or limited extensions for small scale retail use outside the Centres listed in Policy S1 provided that : -
- i) the proposal is within defined settlement limits, and
 - ii) the facility is intended to serve local needs only, being of a scale appropriate to the locality and being within walking distance of residential areas, and
 - iii) the proposal would not give rise to any adverse effect on the amenity of neighbouring properties or on the character of the area, and
 - iv) the proposal would not adversely undermine the vitality and viability of any village shop or retail Centre as listed in Policy S1
22. Within major new residential and employment developments, where no similar facilities exist within reasonable walking distance, developers will be expected to provide an element of convenience retail development at a scale to be agreed by negotiation.

MATERIAL PLANNING CONSIDERATIONS

The material planning considerations relating to this application are the principle of the development and policy implications, the impact on the character and appearance of the area, the impact on the Highway network, the impact on residential amenity, Archaeology, Wildlife/biodiversity and flood risk.

Principle of development and policy implications

23. The proposal is for a mixed use development including leisure, recreation and office, all of which are defined as main town centre uses within the National Planning Policy Framework (NPPF). In accordance with the NPPF, main town centre uses being proposed in out of centre locations require justification via a sequential assessment to demonstrate whether or not there are alternative sites available within defined centres within the borough with the intention of ensuring facilities and provisions deemed appropriate for town centre locations are suitably located to support the centres vitality and viability and in interests of sustainability. Core Strategy Development Plan Policy CS5(7) requires such uses to be determined in line with the NPPF.
24. The NPPF is generally supportive of development as this benefits the economy and has a presumption in favour of sustainable development, although balances this with a need to take account of the roles of different areas, promoting the vitality of the main urban areas and recognise the intrinsic character and beauty of the countryside.
25. Saved Local Plan Policy EN13 guides on development proposals which lie outside of the defined limits of development, as is the case of this application. Policy EN13 advises that development in such locations may be acceptable where it is necessary for farming, forestry, diversification of the rural economy or is for sport and recreation and where it does not harm the character or appearance of the countryside. The proposed use is considered to accord with the principles of saved Local Plan Policy EN13 as it relates to recreation.

26. The submission advises that the proposed country club will mainly serve the immediate settlements of Yarm and Ingleby and would act as a private member facility with a range of membership options including allowing access by schools. The submission suggests that the proposed new pool in Ingleby could not accommodate all of the pressure from schools and therefore suggests that this development would in part relieve some pressure on pool provision elsewhere in the southern part of the borough.
27. A number of support comments have been raised which are summarised within this report, highlighting the benefits of having a Yarm relative leisure offer and a development which fits within the area.

Consideration of Sequential Assessment

28. The submitted documents have included a sequential assessment as required by the NPPF and Local Policy. The sequential assessment advises that the proposal is to serve the southern part of the borough and has sequentially assessed alternative sites in Yarm, which, due to the scale of the proposed facility has resulted in no suitable sites being available. Whilst the proposed development includes an office, which in sequential terms, officers consider could be disaggregated from the core function of the country club, the amount of land required for the country club is significant and officers are unaware of any sites which would offer the amount of floorspace or land where this development could be accommodated either in Yarm defined Centre or in Ingleby centre and it is therefore considered that the principle of using the application site (in sequential terms) accords with policy.

Sustainability

29. The NPPF suggests that planning should aim for a balance of land uses so that journey lengths can be minimised for employment, shopping, leisure, education and other activities, having a presumption in favour of sustainable development. The application site would normally be considered as an unsustainable site as it would require the majority of trips to be via the private motor car, a point raised by objectors. However, based on there being no sequentially preferable site within the catchment centres, the application site is considered to be a reasonable alternative bearing in mind its proximity to the main residential area of Yarm, thereby having the ability to limit the extent of car-borne traffic needing to travel further afield for recreation. Importantly, there are three recently approved housing sites on the southern edge of Yarm which total approximately 1000 dwellings and significantly more residents, all of whom would live in reasonable close proximity to the site.

Impact on character and appearance of the area

30. The proposed development would be located on land out-with the designated development limits for the Borough designated under saved Local Plan Policy EN13 and adjacent to a site of Nature Conservation Interest (SNCI) designated under saved Local Plan Policy EN4. Development outside of the development limits requires new development to not harm the character and appearance of the countryside whilst Core Strategy Development Plan Policy CS3(8) requires new development, amongst other things, to make a positive contribution to the local area by protecting and enhancing important environmental assets and respond to local character. At a national level, the NPPF indicates that planning should protect and enhance valued landscapes and indicates that that government attaches great importance to design of the built environment and that this is a key aspect of sustainable development as development should function for a long period. The NPPF advises that poor design should be refused.
31. The application site is made up of agricultural land towards its northern part and more naturally landscaped land to the southern section. Other agricultural land exists to the west. The area of land where the built form would be taking place would be towards the front of the site which is currently agricultural land of no special landscape character or

value and is out-with the designated SNCI, although it is recognised that the area to the rear of the site where trees and the adjacent river valley exist have a greater landscape quality. Together they combine to characterise the site as countryside, notwithstanding its proximity to the urban edge of Yarm. The siting of the building and parking would be key to the scheme being able to suitably limit its impacts on the character of the surrounding area and it is recognised that the building could act as a block to views between the highway to the north of the site and the wooded area to the south.

32. The proposed building design and appearance is indicative only although is being shown as a bespoke building which utilises glass curtain walling and has an arched roof with large structural timber supports which is considered to be the type of building suitable to a site such as this which forms the break between urban and rural areas. The parking required for the scheme would be best positioned to the front of the building and would be visible from Leven Bank Road although subject to suitable landscaping and surfacing of the car park, its impact could be subdued and made to be positive. These details would form part of any reserved matters submission.
33. Although objection has been raised that the development is out-with the development limits and would adversely affect the character of the area, given the proposal justifying itself sequentially and given the existing character of this land, it is considered that, subject to a well-considered layout, a high quality building which does not dominate the site and a quality landscaping scheme to support the overall design and appearance, the proposal would not result in significant harm to the character of the wider area, being in accordance with relevant parts of local and national guidance.
34. Objection was raised suggesting that the site lies within designated green Wedge but this is not the case. Objection was also raised that the proposed landscaping would take 20 years to form a suitable screen to the development. The specifics of the building design, position and landscaping are all reserved matters and subject to securing a high quality scheme, it is considered that supplementary planting will be required to break up views of the building and car parking rather than completely screen the development. These would be considerations for later submissions.

Highway related matters

35. The NPPF requires developments to be located and designed to achieve suitable servicing, giving priority to pedestrian and cycle access and consider the needs of people with disabilities and the need to travel by all modes of transport. The Council's own development plan policies require adequate access and parking provisions. Policy support is also given to developments which are accessible by sustainable means.
36. Objections and concerns have been raised from local residents and the Parish Council on matters of traffic congestion, highway safety associated with the access due to traffic usage, visibility, road alignment and other such matters and it has also been suggested that the visibility for the site access cannot be achieved due to it requiring 3rd party land. These and the other highway related objections are summarised in more detailed within the contributors section of this report.
37. The application was initially submitted showing a single point of access, a protected right turn into the site from Leven Bank Road. The protected right turn has been amended in detail although subject to detailed consideration through reserved matters submission, has been adequately demonstrated at this stage as being achievable. Whilst objections have been received over visibility from the access, officers consider the visibility splays required for this access would only involve adopted highway and would therefore be acceptable. Officers advised the applicant that the proposed protected right turn access would not be appropriate for use in the situation where the approved roundabout access for the Mount

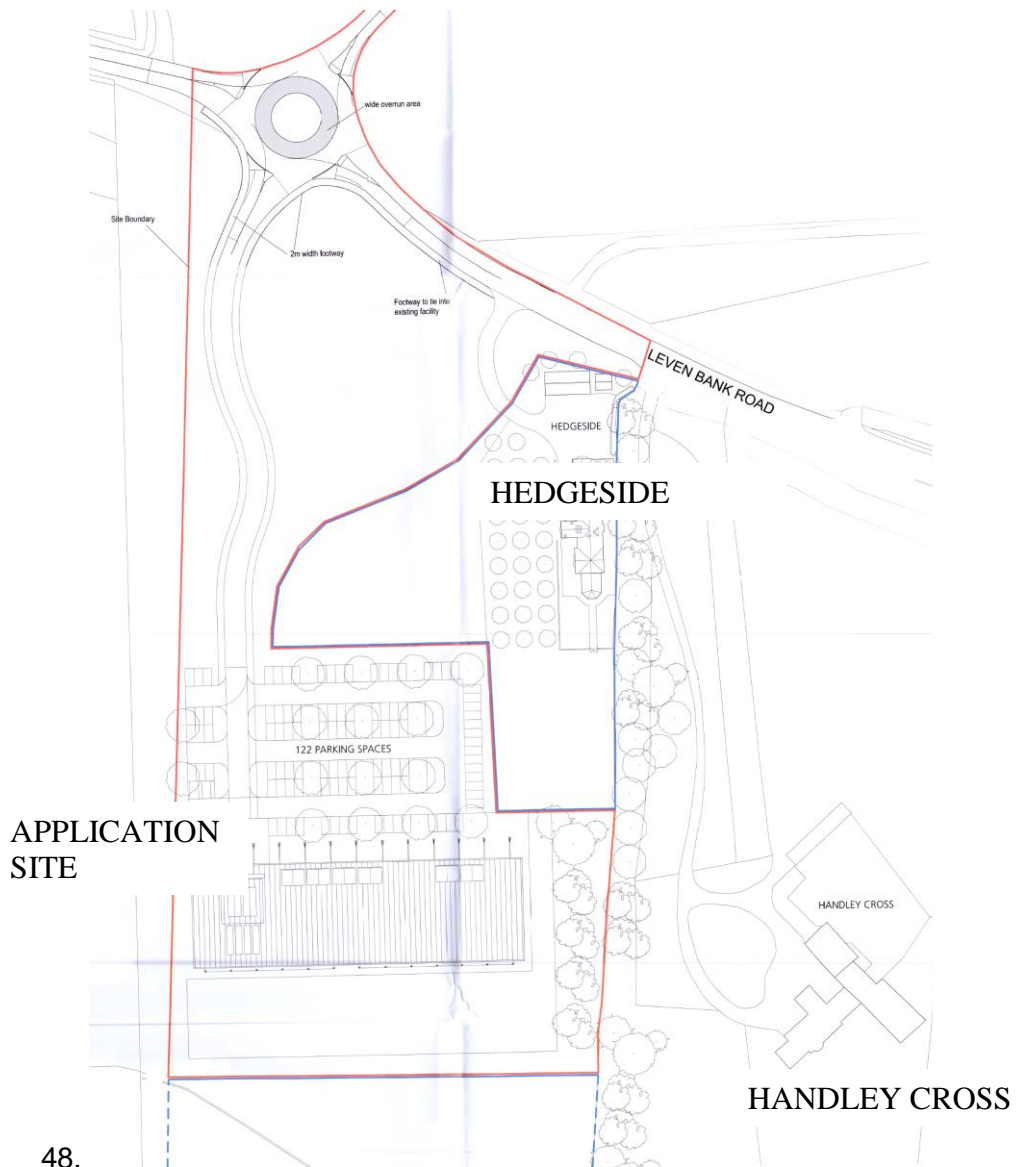
Leven Retirement Village was built due to spacing between the two junctions. As such, the applicant was asked to provide details of an access suitable to serve both this proposed development and the Mount Leven Retirement Village. The applicant has submitted details of a 4 leg roundabout which would give access to both. These details have been considered by the Highways Transport and Environment Team who consider there to be adequate demonstration the access is achievable. The Heads of Terms recommended allow for the provision of either access to be provided and if the individual Protected Right Turn Access is provided first, then the wording within the Section 106 Agreement will require the developer to close that and provide / contribute to the 4 leg roundabout. This arrangement would ensure a suitable access is provided.

38. The Highways, Transport and Environment Team have advised that a condition is required for Road Safety Audits although this would be able to be dealt with at Reserved Matters Stage as part of the detailed considerations for the access arrangements.
39. Indicative parking has been detailed on plan which is considered to reasonably demonstrate that adequate parking can be achieved.
40. Concern has been raised by residents and the Parish Council that a safe crossing facility would be required for the highway. The design of the roundabouts give opportunity for crossing places although it is noted that there is no existing footpath connections to the existing urban area of Yarm and these would be a matter for the detailed design stage required to support any reserved matters application. In view of these matters it is anticipated that patrons would use vehicles to access the site, which although not the most sustainable means, having the Country Club within this locality will prevent travel further afield and is therefore considered to be more sustainable than current alternative access to leisure clubs.
41. Objection has been raised that there would be a potential for accidents to occur from night revellers should the members club become a night club. This proposal is however for a country club and is considered accordingly.
42. Concerns have been raised over construction traffic entering the site safely. There are a number of options where this could take place and suitable traffic management arrangements would be required as with any such access in order to prevent undue risk to highway safety. A condition is recommended to address this.
43. Objectors have raised concern over the amount of traffic generated by this use and the increase to congestion. The use will generate additional traffic on the highway and the Highways, Transport and Environment Team accept this increase. Use is likely to be spread out over the course of the day and be busier on weekends. In addition, having the country club and spa in close proximity to Yarm may assist in reducing trip lengths of those who already access such provisions further afield.
44. Concerns related to the impact of the scheme's access and traffic movement on cyclists and others have been taken into account and whilst accesses will need to be navigated / taken into account by cyclists and others, the reserved matters submission will be require safe accesses to be achieved for existing and future road users. The matter of speed has also been raised by residents which has not been objected to by the Highways, Transport and Environment Team. Of note is that once the roundabout associated with the approved Mount Leven scheme has been constructed, it is likely that this will notably reduce traffic speeds in this immediate vicinity.
45. Objectors have highlighted the area as being an accident black spot and officers are aware of these comments. These have been taken into account in considering the ability to

achieve reasonable access to the site and will be taken into account in ensuring the final detailed design does not adversely affect highway safety.

Impacts on residential amenity

- 46. The application site is located in close proximity to two residential properties, Hedgeside and Handley Cross with other residential properties further to the north and east. Both Hedgeside and Handley Cross have their curtilages abutting the application site although the dwellings are set away from the boundaries. The dwelling of Hedgeside is approximately 42m from the indicative country club car park whilst the dwelling of Handley Cross is approximately 75m away from the indicative building position. (see plan below)
- 47. The applicant for this proposal is the owner of 'Hedgeside' and no adverse comments have therefore been received associated with the amenity of its residents. Objection to the proposed scheme on amenity impacts has however been made by the owner off Handley Cross and other residents on a number of grounds.



49. Objections and concerns raised suggest that the noise assessment is flawed, that there are concerns over noise external to the premises associated with the grounds and the indicated marquee, its opening hours, noise associated with any music at the site and with the greater concern over late night noise external to the building including movement of vehicles and voices within the car park and outdoor events. Residents also question how numbers at the site would be limited, in particular in relation to the marquee and objection is made in relation to additional traffic noise.
50. The layout is only indicative at this stage and a detailed understanding of the impacts of noise and impacts from the building and car park could therefore not be fully detailed, understood or mitigated at this stage. Consideration of these outline details therefore needs to revolve around the likely ability for noise and amenity issues to be reasonably addressed through condition and reserved matters submissions. The concerns over noise are noted and there are a number of areas where noise from the site could potentially affect amenity if left unaddressed.
51. Based on the indicative layout, the car park would be to the front of the site with notable intervening land between it and the residential property of 'Handley Cross'. Vehicles in the car park are likely to be moving at low speeds and not therefore generating significant noise. Furthermore, Handley Cross is in relative close proximity to Leven Bank Road where several thousand vehicles will pass on a daily basis at greater speed. Based on these circumstances, noise of traffic associated with the proposed use raises no notable concern.
52. The submitted details include a noise assessment which suggests that there should not be a significant impact on the closest receptor through either the use of the car park or marquee but accepts that this is subject to patrons of the marquee being confined to that area and not using the surrounding landscaped area. The Councils Environmental Health Manager has considered the potential impacts of noise associated with the proposed use and has recognised that the nature of the proposed development has the ability to affect residential amenity within the wider area. Internal noise should be able to be reasonably mitigated by its structure and by controlling opening of windows which is being required via condition as part of an agreed management plan. Movement and use by patrons around the building and associated with any marquee would have a much greater potential to impact, particularly in the later hours of the evening. As such, it is considered appropriate to control the opening hours of the premises to 11pm which will cease all notable noise from the premises (including car park at that hour). Further to this, although the provision / position of any marquee would be considered at reserved matters stage, in view of the greater potential for noise emanating from such a structure and in view of their being an intention to hold weddings and other events at the site, it is considered appropriate to impose conditions requiring control over any functions and the use of any marquee or similar structure. It is also considered to be suitable to control any music to be played at the site. Conditions are recommended which require a management plan for these matters to be agreed with the Local Planning Authority which will control hours of use, numbers of functions, noise mitigation works and other such matters.
53. A condition is also recommended to limit servicing between the hours of 7am and 7pm to prevent undue impacts on residential amenity.
54. Whilst the objection suggests that the base level information for the submitted noise assessment relates to a beer garden rather than a country club and is therefore flawed, given the position of the site, the ability for noise mitigation measures and controls over the use to be imposed, it is considered that adequate controls can be achieved.

55. Concerns have been raised in relation to lighting at the site and in view of the two storey part of the building intending to face south over the countryside / wooded area and in view of adjacent properties to the west, a condition requiring all lighting to be agreed in terms of position, luminance, direction and shielding and timing of use is recommended in order to limit any impact to a suitable level.
56. Concern has been raised about the impact of vehicle headlights at the site affecting the adjacent residential property although planting and boundary treatments should be able to prevent there being any notable impact on residential amenity.
57. Objection has been made in relation to the construction impacts of the development on amenity. Whilst noted, as with any development site, some noise and disturbance would occur for the surrounding area / amenity. This site is separate to other residential properties, would have its own access directly from the highway and should therefore be able to be reasonably undertaken without long term undue impacts. Notwithstanding this and in view of the proximity of the site to the two dwellings to the east of the site, it is considered necessary to control construction working hours and open burning at the site during the construction phase which is in line with the recommendation of the councils Environmental Health Manager.
58. With regards to concerns raised over anti-social behaviour associated with the site, the proposed use is as a country club and no notable anti-social behaviour would normally be anticipated. However, controlling the opening hours and achieving noise mitigation between this site and adjacent residential properties would prevent any undue impacts.
59. The nature of the proposed use, if changed, could alter the extent of impact on surrounding properties. The proposal is considered to be a D2 use (leisure and assembly) which is a use class including concert halls or dance halls amongst other such uses. These uses are likely to increase impacts on amenity although the restricted conditions relating to management and music would prevent these from being undertaken without the need for further permission. Permitted development rights also exist to change the use from a D2 use to a nursery, state funded school or A1, A2, A3 or B1 use. These varying uses would have notably different implications to this current proposal and as such, a condition is being recommended to restrict the use to that which is being sought, a country club and spa with ancillary functions.

Archaeology

60. Tees Archaeology considered the initial desk based study submitted with the application and in view of this area having produced evidence for a number of significant archaeological sites in recent years, it was considered that the development area has archaeological potential. At the request of Tees Archaeology a geomagnetic survey of the development area was undertaken which identified a range of features. Based on this, trial trenching was then undertaken in order to establish the significance of the anomalies in order that a proper assessment of the impact could be made. The trial trenching has tested the results of the survey and indicates that the geomagnetic anomalies were the result of variations within the local geology rather than of archaeological origin. Based on the assessments undertaken and associated findings, Tees Archaeology have confirmed that the archaeological potential of the site is low and they therefore have no objection to the proposal.

Wildlife and Biodiversity

61. The application was submitted supported by a Phase 1 Habitat Survey and protected species assessment for the 7ha site. This involved both a desk top study and site visit. The study considered species including Amphibians, Birds, Reptiles and Mammals and it advises that the site comprises mainly of arable land with a grassy bank and a number of

semi-mature trees. The arable land which forms the majority of the site is detailed as having a low ecological value and being of no significant value to protected species, with no buildings, ponds or water bodies within the survey area. Importantly, the Phase 1 Habitat covered a wider area to that of the application site which itself is more related to the part of the survey area with a lower ecological value. Notwithstanding this, mitigation is recommended relating to timing of works to landscaping, buffer zones to protect trees, new planting and avoidance of light on the surroundings which would limit the impacts of the scheme on wildlife and biodiversity.

62. The findings of the Phase 1 Habitat Assessment are accepted, particularly in view of the indicative layout plan demonstrating the building can be located on the lower value part of the site and biodiversity enhancements can be made which would accord with Core Strategy Development Plan Policy CS10.

Flood Risk, Surface Water Drainage and Foul Water

63. The application has been supported by a flood risk assessment although being outline only, there are no detailed plans for foul or surface water drainage within the site.
64. The Environment Agency consider that outline planning permission could be granted subject to a surface water drainage scheme being agreed by condition. The Flood Risk Assessment states that it is anticipated that surface water drainage will drain to the main sewer which will require discharge rates being agreed with Northumbrian water. Northumbrian water were consulted and have raised no objections to the scheme but have advised that a surface water drainage details have been provided to demonstrate adequate management of foul and surface water drainage were permission to be granted, conditions would need to be imposed to ensure adequate details would be agreed. A condition requiring agreement to details of a Surface Water Management Plan have been requested from the Highways, Transport and Environment Team and a condition is recommended to address this. Foul water from the site would be dealt with under building control legislation.

Land Ownership

65. There was an initial challenge to the application on grounds that not all of the site is in the ownership of the applicant. Land to the west is owned by a separate land owner. Both owners contested ownership of part of the application site and the adjacent land owner has suggested that he would not agree to the development going ahead. The agent for the applicant has confirmed that there was a dispute between where the precise western boundaries of the site which is being resolved with the help of the legal advisers to both the adjacent land owner and the applicant as well as the Land Registry. It is understood that the extent of the dispute amounts to approximately 5-7 metres on the western edge of the site at the point where the Country Club might be built. Whilst noted, this matter is not something which would need to prevent the applicant being approved, but may affect the ability to legally implement the development. It is clear that the adjacent land owner is aware of the application and has had the opportunity to comment on the application.

Other Matters

66. Saved Local Plan Policies S14 and S15 of Alteration no. 1 to the Local Plan seek to control the extent of retailing and A3, A4 and A5 uses out-with defined centres. Whilst this proposal seeks to include such uses within the development, these are intended to be ancillary to the overall use and as such are considered to be acceptable in principle, subject to the main use of the proposed development being accepted and there being controls to ensure such uses are ancillary to the main use and do not constitute separate stand-alone functions to the main use. A condition is recommended to control this.
67. The proposed development will support the economy, create jobs and result in investment in the area, all of which are considered to accord with the principles of both local and

national planning policy. This is however only one of many considerations and is not in its own right considered to be sufficient to outweigh the other considerations leading to the recommendation.

68. Comment has been made from resident about there already been a planned £10 million leisure centre at Ingleby Barwick and question whether another one is required in such a small radius. Whilst noted, this proposal is intended to largely serve Yarm although may also serve Ingleby and other areas to some extent. It is likely that the proposed County Club would provide a different level of offer to that the forthcoming Ingleby proposal although competition and control over the level of offer are matters which are unable to be taken into account in determining this application.
69. Matters of refuse storage and disposal would be required to adequately achieve such provision whilst ensure it does not unduly affect residential amenity. A condition is recommended to address this matter through the requirement for a waste disposal management plan to be agreed.
70. The councils Environmental Health officer has advised that the proposed development is within 250m of an unknown area of fill and as such, recommended a condition be imposed should the application be approved requiring any unexpected contamination to be suitably dealt with. This is considered to be appropriate and a condition is recommended.
71. Northern Gas Networks have raised no objections to the scheme although advised the developer should contact them prior to works commencing.
72. Concern has been raised in relation to the loss of agricultural land. Whilst noted, this is a small area of land and there has been reasonable demonstration that this facility cannot be located elsewhere.
73. The Council's Environmental Health Officer has requested a condition be imposed controlling the nature of any smoking shelter relative to their legislation. This is considered to be unnecessary planning control whilst any such structure would be considered as part of any reserved matters application.
74. Concern from residents has been raised about the potential precedent the approval of this development would set. Whilst noted, each application has to be considered on its own merits, against relevant policies and material planning considerations.
75. There is a power line which crosses the site and this could be moved / undergrounded to benefit the final layout of the development. The reserved matters submission detailing layout will need to take this matter into account.

CONCLUSION

76. It is considered that the proposal constitutes sustainable development which will provide economic and social benefits and by the imposition of conditions will protect the environment. The proposal is therefore considered to satisfy the provisions of the National Planning Policy Framework and be in accordance with the Development Plan when taken as a whole. It is recommended that planning permission be granted with conditions for the reasons specified above.

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

WARD AND WARD COUNCILLORS

Ward Yarm
Councillor Ben Houchen
Councillor Elsi Hampton
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 proposed development would be undertaken on agricultural land and although affecting the visual character of the area, subject to suitable control over drainage and other similar matters, should not unduly affect the surrounding environment.

Human Rights Implications:

The provisions of the European Convention of Human Rights 1950 have been taken into account in the preparation of this report. The detailed considerations within this report take into account the impacts on surrounding uses and have taken into account comments made to the scheme. It is considered that there are no human rights implications in relation to this proposal.

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 in respect of community safety including the impact of traffic. It is considered that adequate access can be achieved without compromising risk to highway safety.

Background Papers:

Stockton on Tees Local Plan Adopted 1997

Alteration Number 1 to the Adopted Local Plan – 2006

Core Strategy – 2010

Emerging - Regeneration and Environment Local Plan – Publication Draft February 2015.

Supplementary Planning Documents

SPD1 – Sustainable Design Guide

SPD3 – Parking Provision for Developments