

DELEGATED

**AGENDA NO
PLANNING COMMITTEE**

12 APRIL 2017

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

16/3211/OUT

Thorpe Beck Farm, Durham Road, Thorpe Thewles

Outline application with some matters reserved for the erection of up to 24 dwellings and upgrading of site access and public open space (demolition of existing building).

Expiry Date 14th April 2017

SUMMARY

The application site is located to the south-east of existing residential properties within Thorpe Thewles Village, with Durham Road (running north-south) immediately to the west. To the east of the site lies the former Castle Eden railway line, now a walkway. The residential properties of Wynyard Court and Durham Road lie to the north with the Hamilton Russell Public House to the north-west, these sit in an elevated position from the application site.

The site itself is broadly triangular and contains a mixture of agricultural type structures upon it, including sheds, animal shelters and areas of grazing land with a large hedgerow on the western boundary. It is set on slightly lower ground than Durham Road and generally follows the topography of the area sloping from north to south.

Outline planning consent is sought for a residential development of up to 24 dwellings and for the upgrading of the site access and public open space. All matters except for the means of access are reserved for future consideration, although the proposed scheme would also include and allow for the demolition of the existing buildings on the site. A revised indicative masterplan (contained within the appendices) demonstrates how the site may be laid out.

A total of 15 objection letters and 1 support letter have been received. The main objections to the proposal are that there is a lack of sustainability within Thorpe Thewles; that the site is outside the village envelope; there would be an inadequate access and the impact on highway safety; and, that it will adversely affect the character of the village. Support is offered on the basis that the development will provide affordable housing and support the services within the village.

Although the majority of the site lies outside of the limits to development and village envelope, the Council is unable to demonstrate a five housing land supply and the provision of additional housing weighs in favour of the scheme. The sites location adjacent to the southern boundary and the limited views of it mean that the development will be largely seen within the context of its village setting and/or against the backdrop of existing residential development. Consequently there is considered to be no coalescence of settlements, to undermine strategic gap between Thorpe Thewles, Stockton or the surrounding villages

Whilst it is noted that previous decisions for additional housing within Thorpe Thewles have been resisted on grounds of sustainability and successfully defended on appeal. More recent appeal decisions within a number of the borough's villages (Redmarshall, Cowpen Bewley and Maltby)

have demonstrated a subtle shift as to what constitutes sustainable development in rural areas. It is evident from these decisions that the approach of paragraph 55 of the NPPF is critical, in that additional development is seen to support clusters of smaller settlements and/or services within neighbouring villages. Additional housing is also seen more favourably where there are realistic and accessible alternative sustainable modes of transport available. In terms of the sustainability of Thorpe Thewles, it is considered that sufficient choice of alternative modes of transport does exist and consequently the principle of a housing development on the site is considered acceptable.

The Highways Transport and Environment Manager considers that the proposed access arrangements are acceptable although recommends that consideration is given to extending the 30 mph zone so the development is incorporated into the village. Details over the external appearance of the site including landscaping will be considered at reserved matters stage and it is judged that the site is more than capable of accommodating the 24 dwellings proposed.

In view of the planning merits of the case, the proposal is therefore considered to be acceptable and is recommended for approval subject to the recommendation below;

RECOMMENDATION

That planning application 16/3211/OUT be approved subject to the following conditions and informative and subject to the applicant entering into a Section 106 Agreement in accordance with the Heads of Terms below;

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

Plan Reference Number	Date on Plan
Y81:1009:01	20 December 2016
JN1251-Dwg-0001	20 December 2016

Reason: To define the consent.

02 Time limit for submission of the reserved matters;
Application for approval of the reserved matters shall be made to the local planning authority not later than three years from the date of this permission.

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

03 Time limit for commencement;
The development hereby permitted shall begin no later than two years from the date of approval of the last of the reserved matters to be approved.

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

04 Reserved matters;
Details of the appearance, landscaping, layout, and scale of the development (hereinafter called the reserved matters) shall be in accordance with the details of a scheme to be submitted to, and approved by the Local Planning Authority before development commences.

Reason: By virtue of the provisions of Section 92 of the Town and Country Planning Act 1990 and to reserve the rights of the Local Planning Authority with regard to these matters.

Dwelling numbers:
05 The total number of dwellings authorised by this permission shall not exceed 24.

Reason: To ensure a satisfactory form of development.

Conformity with the submitted masterplan:
06 The details of the reserved matters shall broadly follow the principles and parameters set out on the indicative masterplan drawing Y81:1009.04 Rev E submitted with the planning application.

Reason: To ensure that the Reserved Matters for the appearance, layout and scale of the buildings and landscaping to be submitted are in accordance with the landscaping principles and to enable the Local Planning Authority to satisfactorily control the development.

Entrance to Castle Eden Walkway
07 Notwithstanding the submitted information, no development shall commence until a detailed scheme for a pedestrian linkage to the Castle Eden Walkway has been submitted to and been agreed in writing with the Local Planning Authority. Such a scheme shall allow for a suitable pedestrian route and appropriate connections to the existing route; route signage; entrance features; and, a specific timetable (including any phasing) for the agreed works. The agreed scheme shall be implemented in full accordance with those agreed details.

Reason: To ensure satisfactory provision is made to pedestrian routes and entrance features in the interests of the visual amenity of the area and recreation value of the Castle Eden Walkway.

Ecological mitigation:
08 All ecological mitigation measures shall be carried out in accordance with the submitted ecological appraisal & bat survey report prepared by QUANTS environmental Ltd (September 2016) and shall be implemented in full in accordance with the advice and recommendations contained within the document.

Reason: To conserve protected species and their habitat

Retention of existing trees, shrubs and hedges
09 Notwithstanding the submitted information and prior to commencement of the development, a plan identifying the trees, shrubs and hedges to be retained on the site and an appropriate management plan for those trees, shrubs and hedges shall be submitted to and be agreed by the Local Planning Authority. No tree, shrub or hedge shall be cut down, uprooted or destroyed, topped or lopped other than in accordance with the approved details. Any tree, shrub or hedge planted as a replacement that dies or is removed, uprooted or destroyed or becomes seriously damaged or defective must be replaced by another of the same size and species unless directed in writing by the Local Planning Authority.

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

Site and floor levels:
10 Notwithstanding the information submitted as part of the application details of the proposed site levels and finished floor levels shall be submitted to and approved by the Local Planning Authority prior to the commencement of the development.

Reason: To define the consent

10% Renewable energy requirement;

- 11 No development shall take place until details of how the hereby approved development will meet at least 10% of its predicted energy requirements, on site, from renewable energy sources or other alternative measures such as a fabric first approach, have been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

Reason: In order to minimise energy consumption in accordance with Stockton-on-Tees Adopted Core Strategy policy CS3.

Surface Water Drainage scheme;

- 12 The development hereby approved shall not be commenced on site, until a scheme of 'Surface Water Drainage and Management' for the implementation, maintenance and management of the sustainable drainage scheme has first been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details, The scheme shall include but not be restricted to providing the following details:

- (i) Detailed design of the existing surface water management system for the whole site;
- (ii) Detailed design of the proposed surface water management system for the whole site;
- (iii) Detailed design of the proposed bund and the proposed receiving pit, this should include proposed storage volume and discharge arrangements to the existing export pit;
- (iv) A management plan detailing how surface water runoff from the site will be managed during construction phase;
- (v) Management plan for the Surface Water Drainage scheme and any maintenance arrangements;

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

Reason: To ensure the site is developed in a manner that will not increase the risk of surface water flooding to site or surrounding area, in accordance with the guidance within Core Strategy Development Plan Policy CS10 and the National Planning Policy Framework.

Affordable housing

- 13 Development shall not begin until a scheme for the provision of affordable housing has been submitted to and approved in writing by the Local Planning Authority. The affordable housing shall deliver 15% of affordable housing provision unless supported by relevant viability evidence or [some allowance for alternative affordable housing offer]

The affordable housing shall be provided in accordance with the approved scheme(s), which shall include:

- i. the numbers, type, tenure, mix and location on the site of the affordable housing provision to be made within the relevant phase;
- ii. the timing of the construction of the affordable housing and its phasing in relation to the occupancy of the market housing;

- iii. the arrangements for the transfer of the affordable housing to an affordable housing provider or to ensure that the affordable housing is affordable to both first and subsequent occupants; ; and
- iv. the occupancy criteria to be used for determining the identity of occupiers of the affordable housing, and the means by which such occupancy criteria will be enforced.

Reason; To ensure that affordable housing provision is provided as part of the development in accordance with the requirements of policy CS8(5).

Construction Management Plan;

- 14 No development shall take place, until a Construction Management Plan has been submitted to, and approved in writing by, the local planning authority. The Construction Management Plan shall provide details of:

- (i) the site construction access(es)
- (ii) the parking of vehicles of site operatives and visitors;
- (iii) loading and unloading of plant and materials;
- (iv) storage of plant and materials used in constructing the development;
- (v) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing,
- (vi) measures to be taken to minimise the deposit of mud, grit and dirt on public highways by vehicles travelling to and from the site;
- (vii) measures to control and monitor the emission of dust and dirt during construction;
- (viii) a Site Waste Management Plan;
- (ix) details of the routing of associated HGVs;
- (x) measures to protect existing footpaths and verges; and a means of communication with local residents.

The approved Construction Management Plan shall be adhered to throughout the construction period.

Reason: In the interests of highway safety and visual amenity.

Construction activity;

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

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

Land contamination;

- 16 An Intrusive Ground Investigation Report (including a Level 1 Ground Contamination Risk Assessment for Human Health and Controlled Waters) must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site (whether or not it originates on the site) to include for ground contamination screening and ground gas production, and an appropriate risk assessment undertaken. The contents of the scheme are subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. The report of the findings must include:

- a survey of the extent, scale and nature of contamination;
- an assessment of the potential risks to human health, property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines

and pipes, adjoining land, groundwater and surface waters, ecological systems, archeological sites and ancient monuments;

- an appraisal of remedial options, and proposal of the preferred option(s).

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

Reason: Contamination may exist at the site which may pose a risk to human health and controlled waters

Highway access arrangements/works:

17 The commencement of the development authorised by this permission shall not begin until:

- a. the local planning authority has approved in writing a full scheme of works and improvements to enable:

- (i) The provision for the entrance and egress onto Durham Road
- (ii) Provision of extending the 30 mph zone beyond the site entrance
- (iii) Provision of extending the require street lighting to the site entrance
- (iv) Provision of an appropriate pedestrian route linking the development to Thorpe Thewles Village

and

- b. the approved works have been completed in accordance with the local planning authority's written approval and have been certified in writing as complete on behalf of the local planning authority; unless alternative arrangements to secure the specified works have been approved in writing by the local planning authority.

Reason: To ensure a satisfactory form of development in the interests of Highway Safety.

Site construction access

18. No development shall take place (except for the purposes of constructing the initial site access) until that part of the access(es) extending 15 metres into the site from the carriageway of the existing highway has been made up and surfaced in accordance with the Councils Design Guide and Specification.

Reason: In the interests of highway safety.

INFORMATIVE OF REASON FOR PLANNING APPROVAL

Informative: Working Practices

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

HEADS OF TERMS

The applicant will be required to enter into a section 106 agreement to cover the following aspects;

- Contribution towards primary and secondary education in line with Council's adopted formula
- Provision of open space on site or alternatively an commuted lump sum of up to £80,000 for off-site provision
- Local Labour agreement

BACKGROUND

1. Over recent years, planning permission has been sought on a number of occasions for residential development on the site dating back to the 1970's. Over twenty years ago (late 1980's, early 1990's), an application for the erection of 14no. dwellings was submitted, refused by the Local Planning Authority and dismissed on appeal (ref; S2427/89).
2. This was followed by an application for five executive dwellings on the northern part of the site (ref: 91/2159/P). The application was refused due to; being located beyond the Thorpe Thewles village boundary; being obtrusive in the open countryside and from views from the Castle Eden Walkway; and, adversely affecting the character and amenity of the area. An appeal was subsequently lodged and that was dismissed due to the adverse impact on the character of the area and open countryside.
3. A further outline application for a dwelling, ancillary stables and retail shop (ref; 97/0828/P) was also submitted but withdrawn. A number of years later, another outline application for the erection of 42no dwelling houses (ref; 03/2107/OUT) was submitted, although this was again withdrawn.
4. Most recently planning permission for a change of use from agricultural land to a 60m x 20m all-weather horse arena in the north eastern part of the site was granted (09/0333/COU).

SITE AND SURROUNDINGS

5. The application site is located to the south-east of the existing residential properties within Thorpe Thewles Village, with the Durham Road (running north-south) immediately to the west. To the east of the site lies the former Castle Eden railway line, which is now a walkway. This has a steep embankment and dense mature tree planting along it.
6. The residential properties of Wynyard Court lie immediately to the north, along with the residential properties of Durham Road. The Hamilton Russell Public House is situated to the north west, while the eastern site edge is bounded by the Castle Eden Walkway and Wynyard Woodland Park Local Wildlife Site, which comprises a footpath route following an old railway line. Beyond that lies the A177 linking Stockton with Sedgfield. Given the change in gradients, these properties are situated on a higher level as the land slopes down from Thorpe Thewles village.
7. The site itself is broadly triangular and contains a mixture of agricultural type structures upon it, including sheds, animal shelters and areas of grazing land. It is set on slightly lower ground than Durham Road and generally follows the topography of the area sloping from north to south. An existing large hedgerow is also located on the western boundary of the site.

PROPOSAL

8. Outline planning consent is sought for a residential development of up to 24 dwellings and for the upgrading of the site access and public open space. All matters except for the means of access are reserved for future consideration. The proposed scheme would include and allow for the demolition of the existing buildings on the site.
9. The revised indicative masterplan shows a centrally located access road with a variety of dwellings being served off it. A new footpath linking back to Durham Road in the north western corner and a new 'Green' being provided towards the southern area of the site with a footpath link to the existing Castle Eden Walkway.
10. The application site measures approximately 1.42 hectares.

CONSULTATIONS

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

Parish Council – consider that within the relevant guidance and legislation there is conflict between the need to sustain rural services versus the need to reduce the need to travel by car along with the need to reduce carbon emissions in a bid to prevent/slow down climate change. It is also noted that the fact that the local authority cannot currently demonstrate a five year supply of deliverable housing sites that the housing polices within the development plan are deemed, to be out of date.

It is acknowledged that housing can assist in supporting the broader sustainability of villages and that a thriving rural community depends, in part, on retaining local services and community facilities and that the application can assist in sustaining rural services in and around Thorpe Thewles, however given that such services are severely limited, there is very little to retain, and the level of impact is deemed to be limited and not sufficient enough to support the proposal.

Reference is also made to a number of policies and paragraphs within the NPPF and the submitted information with respect to transport policies sustainable methods of transport and the impact on highway safety; the five year supply of housing; nature of the proposed housing; and, potential development contributions should the application be supported (Full objection appended to the report).

Sabic UK Petrochemicals Ltd – The proposed works do not affect SABIC/INEOS ethylene pipeline apparatus.

Tees Archaeology – an archaeological desk based assessment of the site demonstrates that the majority of the site has been disturbed by 19th century quarrying and 20th century farm buildings and associated hard standing. The site as a whole therefore has low archaeological potential, and no further work is required.

SBC Highways Transport and Environment – Subject to the comments made below the Highways, Transport & Environment Manager has no objection to the proposed development.

The site access arrangements, as shown on Drawing JN1251 Dwg-0001, are considered to be broadly acceptable however, to incorporate the site within the village the existing 30mph speed limit should be extended to a point to the east of the proposed site access. The details of the works to extend the 30 mph speed limit, which would require an amendment to the existing Traffic Regulation Orders (TROs), and any associated works such as the provision of street lighting and a possible footway connection along the existing highway verge have not been provided at this stage and this would be dealt with at Reserved Matters stage. It will also be necessary for the applicant to enter into a Highways Act Section 278 Agreement to enable delivery of the proposed site access and, if required, the works associated with the extension of the existing 30mph speed limit.

It will also be necessary for the applicant to enter into a Highways Act Section 278 Agreement to enable delivery of the proposed site access and, if required, the works associated with the extension of the existing 30mph speed limit.

The scale of trip generation associated with the proposed development has been assessed and it is unlikely to have a significantly adverse impact on the highway network and therefore it is not considered to be severe within the context of NPPF.

An indicative site layout, drawing ref Y81:1009.04 Rev D, has been submitted and this is considered to be broadly acceptable. The details of the site layout will be considered fully at Reserved Matters stage.

A Construction Management Plan should be agreed prior to construction commencing on the site and this should be secured by condition.

There are no landscape and visual objections to the proposed development although some minor amendments to the layout would be beneficial to minimise visual impacts. It is considered that these details can be addressed, should the application be approved, at Reserved Matters stage.

An Energy Statement is required identifying how the predicted CO2 emissions of the development will be reduced by at least 10%, through the use of onsite renewable energy equipment and/or design efficiencies, over and above what is required to comply with Part L (2013) building regulations. This information should be secured by condition.

The applicant has not provided sufficient detail regarding the management of surface water runoff from the proposed development and this information should be secured by condition.

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

SBC Environmental Policy Officer – an Energy Statement identifying the predicted energy consumption and associated CO2 emissions of the development will be required. Details of the fabric U-values for the proposed buildings in order to demonstrate compliance with Part L (2013) of the building regulations will also be required. To comply with Core Strategic Policy 3 (CS3), the Energy Statement needs to identify how the predicted CO2 emissions of the development will be reduced by at least 10% through the use of onsite renewable energy equipment and/or design efficiencies.

SBC Housing Services Manager – The Strategic Housing Market Assessment (SHMA) 2012 has identified an annual affordable housing need in the borough of 560 units, with the majority of need being for smaller properties. The Planning Statement states that the applicant is proposing a total of 24 units and is committed to providing 15% or 4 units as affordable housing. The affordable units should be provided on site unless the developer can provide robust evidence that the achievement of mixed communities is better serviced by making provision elsewhere. The mix of affordable housing currently required to be provided is 30% intermediate and 70% rented tenures. Affordable housing provision with a tenure mix different from the standard target will only be acceptable where robust justification is provided.

A worked example based on a requirement for 15% or 4 affordable units is shown below;

No. of units	Size	Tenure
4 Units	2 bed	3 x Rented 1 x Intermediate Tenure

Northern Gas Networks – no objections to these proposals, however there may be apparatus in the area that may be at risk during construction works should the application be approved we would require the promoter of these works to contact us directly to discuss our requirements in detail.

Spatial Planning & Regeneration – Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires an application for planning permission to be determined in accordance with the Development Plan, unless the material considerations surrounding the proposal indicate otherwise. The development plan for Stockton on Tees Borough is made up of policies from the

adopted Core Strategy (2010) and saved policies from the Local Plan (1997) and Local Plan Alteration Number One (2006).

Policies of relevance to this application are Core Strategy Policy CS10(3) which seeks to retain the separation between settlements, together with the quality of the urban environment, through the protection and enhancement of Strategic gaps between the conurbation and the surrounding towns and villages; and, Local Plan Policy EN13, which sets out the limits to development.

The NPPF includes a presumption in favour of sustainable development which requires proposals in accordance with the development plan to be approved without delay. Where the development plan is absent, silent or relevant policies are out-of-date, permission should be granted unless the adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF, or specific policies in the NPPF indicate development should be restricted.

The Council cannot demonstrate a 5 year supply of housing land and the policies in the development plan that deal with housing supply are therefore to be considered out of date. In addition to these policies, the determination of the application should consider other planning policies and material considerations relating to the design of the development, amenity of residents, highway impact, amongst other things

Environmental Health Unit –have assessed the impact of the development and have considered the likelihood of noise and the potential effect on air quality, land contamination arising from the proposal. The development proposals would not have a significant adverse impact on the amenities of existing residential properties. However I would recommend the following condition be imposed on the development to ensure residents are protected from the short term impact of noise and dust during construction.

- Construction/ Demolition Noise (prior consent)
- Possible land contamination

Northumbrian Water – Northumbrian Water have assessed the impact of the proposed development on their assets and the capacity within their network to accommodate and treat the anticipated flows arising from the development. It is considered that at this stage insufficient detail has been provided with regards to the management of foul and surface water from the development and the following condition is recommended;

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 and the Lead Local Flood Authority. Thereafter the development shall take place in accordance with the approved details.

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

PUBLICITY

12. Neighbours were notified through notification letters, press advert and a site notice. A total of 15 objection letters and 1 support letter have been received. These are shown in summary below;

Objections

- Lack of sustainability of village – no shop post/office, reduction in bus service, no school, no doctors

- Outside limits to development and the village envelope
- Economic/vitality benefits to Thorpe Thewles village small and outweighed by harm
- Inadequate vehicular access
- Development will worsen existing traffic problems
- Contrary to sustainable transport guidance within the NPPF – application make no attempt to improve sustainable transport modes either
- Traffic data appears incorrect as traffic levels far exceed those reported
- The junctions from Wynyard Road onto the A177 are very dangerous and have resulted in a dual carriageway being reduced to single lane
- The emerging Local Plan shows no housing allocation for Thorpe Thewles
- Would be an unsympathetic extension to the village
- Will change character of the area and open up other areas for development
- Rural character of the Borough should be retained for future generations especially those in unsustainable locations
- Scale of development disproportionate to the village
- No desirable cycle or walking routes
- Poor internet connection speeds - way below the government's recommendation for internet connection
- Impact on local schools – many of which are full requiring children to be driven privately or bussed from the village to school
- No drainage information - the site is well below the existing foul drainage system in the village
- Hamilton Russell Arms is currently run by relatives of the land owners
- An application for a single dwelling was refused on unsustainability – nothing has changed since
- The construction phase will also have a severe & detrimental impact on the village
- Public health & safety will be impacted due to the noise and dust created during the construction
- Sufficient brownfield land is available within Stockton
- In the event the development is supported s.106 terms should seek obligations to make Thorpe Thewles sustainable in the future i.e. public transport subsidy; improvements to rights of way; additional play facilities; education provision and/or affordable housing.

Objectors;

1. Mr and Mrs John - 4 Durham Road, Thorpe Thewles
2. Mr Mark Fishburn - 6 Durham Road, Thorpe Thewles
3. David and Allyson Horner - 7 Wynyard Court, Thorpe Thewles
4. N S Waites - 3 Wynyard Court, Thorpe Thewles
5. Dr John Tait - 8 Durham Road, Thorpe Thewles
6. Mr And Mrs Sidney - 3 St James Close, Thorpe Thewles
7. Carole Sharkey - 17 Durham Road, Thorpe Thewles
8. Mr and Mrs Rees - 2 School Close, Thorpe Thewles
9. Mr and Mrs Gillson - 4 Hamilton Court, Thorpe Thewles
10. Dr Judith Donkin - Manor House, Wynyard Road
11. Mr D Brown - 3 Mill Terrace Thorpe Thewles
12. Mrs L Willister - Vine Cottage 3 Mill Terrace
13. Mrs Lynne Williams - 25 Durham Road Thorpe Thewles
14. Ms Margaret Johnson - 3 School Close Thorpe Thewles
15. Mrs Janet Martin - Brooklyn, Bank Terrace, Thorpe Thewles, Stockton-on-Tees

Support Comments:

- Opportunity to build more affordable homes within the village allowing help those who grow up in the village an opportunity to stay

- Hire 4 people (out of 32) from the village, always consider employing people from the village to help to support it
- No considerable impact as much of the traffic turning down Durham Road is going to the Hamilton Russell – may be why traffic data is received as being incorrect.
- The building of 24 house will be good for both pubs in the villiage

Support:

1. Mr John Cavanagh - Hamilton Russell, Bank Terrace

PLANNING POLICY

13. 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

14. 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

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

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 3 (CS3) - Sustainable Living and Climate Change

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

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.

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.

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

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

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

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

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

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

Core Strategy Policy 6 (CS6) – Community Facilities

1. Priority will be given to the provision of facilities that contribute towards the sustainability of communities. In particular, the needs of the growing population of Ingleby Barwick should be catered for.

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 8 (CS8) - Housing Mix and Affordable Housing Provision

3. Developers will be expected to achieve an average density range of 30 to 50 dwellings per hectare in the Core Area and in other locations with good transport links. In locations with a particularly high level of public transport accessibility, such as Stockton, Billingham and Thornaby town centres, higher densities may be appropriate subject to considerations of character. In other locations such as parts of Yarm, Eaglescliffe and Norton, which are characterised by mature dwellings and large gardens, a density lower than 30 dwellings per hectare may be appropriate. Higher density development will not be appropriate in Ingleby Barwick.

5. Affordable housing provision within a target range of 15-20% will be required on schemes of 15 dwellings or more and on development sites of 0.5 hectares or more. Affordable housing

provision at a rate lower than the standard target will only be acceptable where robust justification is provided. This must demonstrate that provision at the standard target would make the development economically unviable.

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

7. The mix of affordable housing to be provided will be 20% intermediate and 80% social rented tenures with a high priority accorded to the delivery of two and three bedroom houses and bungalows. Affordable housing provision with a tenure mix different from the standard target will only be acceptable where robust justification is provided. This must demonstrate either that provision at the standard target would make the development economically unviable or that the resultant tenure mix would be detrimental to the achievement of sustainable, mixed communities.

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

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

- i) Strategic gaps between the conurbation and the surrounding towns and villages, and between Eaglescliffe and Middleton St George.
- ii) Green wedges within the conurbation, including:
 - _ River Tees Valley from Surtees Bridge, Stockton to Yarm;
 - _ Leven Valley between Yarm and Ingleby Barwick;
 - _ Bassleton Beck Valley between Ingleby Barwick and Thornaby;
 - _ Stainsby Beck Valley, Thornaby;
 - _ Billingham Beck Valley;
 - _ Between North Billingham and Cowpen Lane Industrial Estate.
- iii) Urban open space and play space.

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.

Core Strategy Policy 11 (CS11) - Planning Obligations

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

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

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

Saved Policy 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 EN30 of the adopted Stockton on Tees Local Plan

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

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

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

Saved Policy HO3 of the adopted Stockton on Tees Local Plan

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

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

MATERIAL PLANNING CONSIDERATIONS

16. The main planning considerations of this application include compliance with national and local planning guidance and the impacts of the development on the character and appearance of the area; amenity of neighbouring occupiers; highway safety; flood risk and protected species.

Principle of development;

17. The National Planning Policy Framework (NPPF) sets out the governments objectives for the planning system and in particular those for achieving sustainable development. This is identified as having three distinct strands which are economic, social and environmental. The NPPF also includes a number of core planning principles one of which is the need to identify and meet housing needs as well as respond positively to wider opportunities for growth. Building upon this aspect, paragraph 47 outlines the importance that the government place on boosting the supply of housing, while paragraph 49 states that where a five year land supply cannot be demonstrated the relevant policies for housing should not be considered up-to-date. Currently the Council is only able to demonstrate a 4.5 years housing land supply with the 20% buffer added and therefore the provision of housing to address the shortfall in the 5 year housing land weighs in favour of the scheme. For the avoidance of doubt, it does not seek a presumption in favour of either brownfield or greenfield sites.

18. With regards to the Borough's own planning policies the vast majority of the site lies outside of the limits to development and the 'village envelope' of Thorpe Thewles as set out within saved policy EN13 and can therefore be classed as being within the 'open countryside'. Core Strategy Policy 10(3) is also relevant as it seeks to maintain the openness and amenity value of the strategic gaps between the conurbation and the surrounding towns and villages. Whilst comments in relation to there being no housing allocations within the emerging Local Plan and Thorpe Thewles are noted, this document is subject to change and currently carries very little weight.

19. Policy EN13 whilst predominately an environmental policy also acts partly as a housing restraint policy and in view of the lack of a five year housing land supply, a balancing exercise needs to be taken when objectively assessing and weighing up the contribution of new housing against the visual impacts and resultant harm on the open character of the countryside. In this regard although the site lies outside of the defined limits to development, it is situated adjacent to the southern boundary of the existing village and given a variety of factors any wider views of the development will be largely be seen within the context of its village setting and/or against the backdrop of existing residential development. With regards to the aims of policy CS10(3) a significant degree of separation exists to the neighbouring villages and settlements (2.1km to Stockton (south); 2km to Whitton (west); and, 1.4km Carlton (south west)) and it is not considered that the development of this site would bring about the visual coalescence of settlements, to undermine strategic gap between Thorpe Thewles, Stockton or the surrounding villages.

Sustainability:

20. The National Planning Policy Framework (NPPF) identifies as one of its core principles that the planning system should manage patterns of growth to make the best use of sustainable locations or to focus developments in areas which can be made to be sustainable, a view reinforced within paragraphs 30 and 37). In addition, paragraph 55 of the NPPF, clearly states that to promote sustainable development in rural areas housing should be focused where it will “enhance or maintain the vitality of rural communities” and gives examples of clusters of smaller settlements sharing services or where development in one village may support services in another nearby.
21. It is noted that a number of objectors and the parish Council have commented on the sustainability merits of Thorpe Thewles particularly in view of the fact that the shop and post office have now closed and the bus service has seen a reduction in its timetable. Whilst the Council’s rural villages study – ‘The Future of Rural Villages’ (2014), identifies that Thorpe Thewles is Tier 3(1) village with limited in village services and ability to access employment/services by sustainable means, this is not adopted policy and was commissioned as part of the evidence base for the Local Plan and can only be given limited weight.
22. The fact that previous decisions for additional housing within Thorpe Thewles have been resisted on grounds of sustainability and successfully defended on appeal has been considered. However, more recent appeal decisions within a number of the borough’s villages (Redmarshall, Cowpen Bewley and Maltby) have demonstrated a subtle but distinct shift in what constitutes sustainable development in rural areas and these are considered to be material planning considerations within the determination of this application. Within these decisions it is evident that the position reflects the approach of paragraph 55 of the NPPF, in that additional development is seen to support clusters of smaller settlements and/or services within neighbouring villages. It is also apparent that it is not unreasonable to expect that the majority of journeys would be made via the private car with a number of these appeal decisions taking into consideration whether there are realistic and accessible alternative sustainable modes of transport available.
23. In this regard, Thorpe Thewles is served by three bus services (No. 84; X8 and X22) that run to various locations including the towns of Stockton, Middlesbrough and Peterlee, with these bus routes providing access to facilities/service provision within Stillington, Carlton, Sedgfield and Teesside Park or specific facilities such as Thornaby Train Station, North Tees hospital or the Tesco supermarket on Durham Road (these run hourly from Monday - Friday and Saturday, The 84 Bus starts from 8:00am running to 12:00pm and 14:00pm to 16:10pm while the X22 Bus starts from 07:02am (07:12am on Saturday) through to 18:17pm). It is also noted that there are no public footpaths that link this to other nearby villages with the exception of the Castle Eden Walkway (which is considered to be more appropriate as a recreational route).

Further, it is considered that there is the ability to cycle to the nearby villages and towards the Stockton area.

24. In view of these considerations and whilst accepting that some car journeys may occur as a result of the lack of essential services and facilities, consideration has been given to the fact that there are some means of sustainable transport available which would mean that the car would not necessarily be the only form of transport available and accords with the principles of paragraph 55 of the NPPF, accordingly Thorpe Thewles is considered to be a sustainable village which can accommodate residential developments of an appropriate scale and nature to that of the village.
25. In terms of Open space provision it is noted that there is no specific requirement for open space to be provided on the site and whilst it is noted that an area of amenity open space known as 'The Green' is shown on the indicative plan it is of a limited scale and it is difficult to fully understand its purpose and potential use at this stage. Therefore it may be necessary to seek an off-site contribution to meet the requirements for open space provision. In the event that an off-site contribution is required it has been highlighted that there is a fully costed scheme for the enhancement of an existing facility at Wynyard Woodland Park (total £500k) for which this scheme would contribute towards (£80,000). In view of the proximity of the site to this facility and the overall scale of the contribution it is considered to meet with the requirements of the CIL regulations.

Benefits of the proposal:

26. As detailed above the fact that the proposal will contribute towards the five year housing land supply is a significant benefit which weighs in its favour. In addition the proposal will offer a contribution towards affordable housing as well as economic benefits through investment and job creation particularly during the construction phase, as well as social benefits through increased housing provision and choice, again these weigh in favour of the proposal.

Visual impact;

27. As detailed elsewhere in this report, the application site sits on the southern fringe of the existing settlement of Thorpe Thewles with a series of agricultural style buildings and hard standings occupying the site. The site itself is set at a lower level than Durham Road and much of the site cannot be readily seen given the existing large hedgerow on the western boundary. Whilst it is acknowledged that the development of the site would bring about a fundamental change in its current rural character, the Council's Landscape architects have no landscape and visual objections to the principle of the proposed development given that the site is relatively well screened by existing planting and the old railway embankment (Castle Eden Walkway).
28. Whilst the concerns of the neighbouring occupiers about the development being out of scale with the village are noted. The overall scale and level of development is considered to be modest and it is considered that the development would be of an appropriate scale to that of the village as a whole.
29. The existing village settlement pattern principally focusses around the north-south (Durham Road) and east-west (Bank Terrace and Wynyard Road) axis with a central village green. The village has no distinctive vernacular with a mix of historic and recent residential developments being located throughout the village. Given the presence of more modern residential developments within the village it is considered that a new housing development would not be significantly out of keeping with overall character of the village, whilst the submitted indicative site layout is considered to provide an informal housing development which is in keeping with the settlement pattern of Thorpe Thewles.

30. For the avoidance of doubt, the final details of the appearance of the development and the proposed dwellings including pedestrian routes would be for consideration at the reserved matters stage. A condition is recommended so that future development follows the principles set out within the revised masterplan.as are conditions for the retention of the existing landscaping features within the site

Amenity:

31. With regards to the impact of the proposed development on the amenity of the neighbouring properties, the nearest properties to the site are located along its northern boundary which consists of properties on both Wynyard Court and Durham Road. These sit at a higher level than the application site with some tree planting present adjacent to the northern site boundary. The nearest of the indicative dwellings on the site plan suggest a separation distance in excess of 35m from the side of No.2 Durham Road to the side of plot 6 and a separation distance of approximately 27m between plot 10 and No.4 Wynyard Court which suggest that a suitable scheme could be accommodated without impacting significantly on the amenity of neighbouring residents. Nevertheless, the final details regarding the site layout and the relationships between the existing and proposed dwellings would be a matter for consideration as part of any future reserved matters application and it would be ensured that any housing provided achieves acceptable separation distances and in accordance with the adopted council guidance at that time.
32. Whilst not a specific indicator of acceptability of a scheme, the site area and number of dwellings proposed would equate to a density of just below 17 dwellings per hectare which is considered to be appropriate for the nature of this site and its rural setting.
33. Planning conditions can be imposed to address short to medium term impacts (i.e. dust and noise) associated construction activity should the development be approved and is not considered to be sufficient enough to warrant a refusal of the application.

Highway Safety:

34. The Highways, Transport & Environment Manager has considered the submitted transport statement which sets out the proposed site access arrangements which would take the form of a priority T junction onto Durham Road. Whilst within a national speed limit (60 mph).the applicant has undertaken an automatic traffic count (ATC) survey on Durham Road, this demonstrates that Durham Road is lightly trafficked and that vehicle speeds are below the national speed limit. Furthermore, the required visibility splays can also be achieved to provide a safe access into the site.
35. Nevertheless, it is considered desirable that the existing 30mph speed limit is extended to a point to the east of the proposed site access with street lighting provided. A footway connection to the village should also be provided, whether this be through the site or adjacent to the highway verge and this would need form part of a reserved matters application.
36. Whilst the comments of the objectors with regards to a potential increase in traffic generation and accuracy of the data are noted, the proposed data and trip generation calculations are considered to be accurate. The scheme will generate approximately 18 additional two way trips in both peak hours. Although this could be considered to be a significant increase in percentage terms, Durham Road is however considered to be capable of accommodating up to 13,000 two-way daily trips (over 500 hourly two trips) and has sufficient capacity to accommodate the development. The proposed development will therefore not have a significant or adverse impact on the highway network.
37. In terms of sustainable transport links the development seeks to provide connections to the existing footway network and to an advisory cycleway, which connects to national cycle route 1. The Highways, Transport and Environment Manager has also advised that Thorpe Thewles

is served by the 21A bus route which offers an hourly service between Middlesbrough and Peterlee (stopping at Stockton, Sedgfield, Fishburn, Trimdon and Wingate) and that it is considered that the existing public transport, pedestrian and cycle connections make the site reasonably accessible by sustainable modes.

Flood Risk;

38. The proposed development falls within both Flood Zone 1 and the Council's Flood Risk section have considered and assessed the submitted information with regards to the potential for surface water flooding. It is advised that surface water discharges from this site should be regulated to ensure that flooding does not occur elsewhere in the catchment area and that this should be restricted to 5 l/sec with sufficient storage within the system to accommodate a 1 in 30 year storm. The design shall also ensure that storm water resulting from a 1 in 100 year event plus climate change surcharging the drainage system can be stored on site without risk to people or property and without overflowing into drains or watercourse. Although this outline application does not provide sufficient detail regarding the management of surface water runoff, it is considered that there are no fundamental issues with Surface Water flooding as a result of this development and the required information can be secured by an appropriate planning condition.

Impact on protected species;

39. Natural England have stated that they have no comments to make on the application with regards to statutory designated nature conservation sites or landscapes. The submitted ecological appraisal and bat report also set out that the proposed development will not impact statutory protected wildlife sites within the local area and also that the site has limited potential for providing habitats for protected species. Consideration has also been given to Natural England's standing advice in relation to protected species and specifically bats and without any firm evidence to the contrary, the site is considered to have limited ecological value and would be unlikely to support protected species. A planning condition is however recommended to ensure that the development is carried out in accordance with those recommendations set out within the ecological report and bat survey.

Residual Issues;

40. Whilst comments in relation to poor internet connection speeds are noted, this lies outside of the control of the Local Planning Authority and is not a material planning consideration in the determination of this application for additional housing.
41. Matters relating to a loss of view or property value are not material planning considerations and cannot be taken into account when determining this application.
42. With regards to comments on planning obligations, the required infrastructure can only be sought where they are compliant with the tests within the Community Infrastructure Levy (CIL) regulations (2010) in that they are necessary to make the development acceptable; directly related to the development; and, fairly and reasonably related in scale and kind. Those planning obligations which are sought are considered to be necessary to make this development acceptable.

CONCLUSION

43. In view of the above and as the Council is only able to demonstrate a 4.5 years housing land supply (with a 20% buffer added) the provision of housing to address the shortfall in the 5 year housing land weighs in favour of the scheme. Although the site lies outside of the defined limits to development it is located adjacent to an existing settlement boundary and will predominately be seen within the context of the wider village and against the backdrop of existing residential development. The intervening distances to adjacent settlements also mean that there is no coalescence of settlements and the openness and amenity value of the strategy gap will be

largely unaffected. The associated harm to the character of the open countryside is therefore considered to be limited

44. In terms of the sustainability of Thorpe Thewles although it is identified as a Tier 3(1) village with limited in village services and ability to access employment/services by sustainable means, this is not adopted policy and can only be given limited weight. Further, recent appeal decisions within a number of the borough's villages (Redmarshall, Cowpen Bewley and Maltby) have demonstrated a subtle but distinct shift as to what constitutes sustainable development in rural areas. In particular the approach of paragraph 55 of the NPPF which encourages development which supports clusters of smaller settlements and/or services within neighbouring villages. It is also apparent that it is not unreasonable to expect that the majority of journeys would be made via the private car with a number of these appeal decisions taking into consideration whether there are realistic and accessible alternative sustainable modes of transport available. In Thorpe Thewles case it is considered that sufficient choice of alternative modes of transport does exist.
45. The impacts of the proposal have been considered against national and local planning guidance, the development is an unallocated site located outside the established urban limits and such development would normally be resisted unless material considerations indicated otherwise having regard to the development plan. However the guidance in the NPPF makes clear that the Local Planning Authority's existing housing delivery policies cannot be considered as up to date as it cannot demonstrate a five-year supply of deliverable housing sites. Also housing applications are to be considered in the context of the presumption in favour of sustainable development.
46. As this application seeks only outline planning consent with all matters the final details will be subject to a future application although it is considered that a residential development of up to 24 dwellings can comfortably be accommodated on the site without significantly affecting the character of the village, the neighbouring properties residential amenity or highway safety. The development is also considered to be acceptable in relation to its impacts on flooding and protected species.
47. In view of the above, it is considered that there are important material benefits arising from the proposed development. Therefore it is considered that the presumption in favour of sustainable development applies and there are not any adverse impacts from the proposed development that would significantly or demonstrably outweigh the benefits when assessed against the policies in the framework taken as a whole. The proposal is considered to be acceptable in planning terms and is recommended for approval subject to conditions and the applicant entering into a section 106 agreement as detailed within the report.

Director of Economic Growth and Development Services
Contact Officer Mr Simon Grundy Telephone No 01642 528550

WARD AND WARD COUNCILLORS

Ward Northern Parishes
Ward Councillor(s) Councillor J Gardner

IMPLICATIONS

Financial Implications:

The proposed development will potentially contribute towards education and open space provision. The development may also provide additional funding through the new homes bonus regime.

Environmental Implications:

The proposal relates to a residential development and its visual impacts, along with matters relating to the impacts on residential amenity particularly as a result of noise and disturbance. These are considered and addressed within the report although in this instance are not considered to have any significant impacts.

Human Rights Implications:

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

Community Safety Implications:

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

Background Papers

Stockton on Tees Local Plan Adopted 1997

Core Strategy – 2010

Planning applications S2427/89; 91/2159/P; 03/2107/OUT; and 09/0333/COU.

Supplementary Planning Documents

SPD1 – Sustainable Design Guide

SPD2 – Open Space, Recreation and Landscaping

SPD3 – Parking Provision for Developments

SPD6 – Planning Obligations

SPD8 – Affordable Housing