

DELEGATED

**AGENDA NO
PLANNING COMMITTEE
7 February 2018
REPORT OF DIRECTOR,
ECONOMIC GROWTH AND DEVELOPMENT**

**17/3013/LAF
Six Fields, Hartburn, Stockton
Development of a water dependent habitat.**

Expiry Date: 19th March 2017

SUMMARY

Planning permission is sought for the provision of a water dependant habitat, which includes the creation of ponds and upgrading of footpaths and landscaping on land known locally as "Six Fields". The application site is outside the limits to development and part of the site is within Flood Zones 2/3.

Neighbours were notified and whilst no letters of objection have been received, general comments have been made in relation to traffic and possible litter bins.

The main material considerations in relation to this application are the impact on the character and appearance of the area; impact on neighbours; flood risk, ecology and highway related issues, along with any other residual matters.

The proposed scheme is to create a number of ponds and improvements to the pedestrian accesses. Whilst there will be a noticeable change it is not considered that the development would have an adverse impact on the character and appearance of the area.

Whilst there will be a short term impact on neighbours throughout the construction period, once complete the works will not impact on neighbouring properties. Comments have been received in relation to parking in the village and concerns that the improvement will attract more people and suggestions have been made for the provision of a small car park off Darlington Road near to the Bowling club to encourage access through that route which has been passed to the Project Manager for consideration, however in terms of increased use, this would not warrant refusal of the application, given the area is currently used by members of the public and a Public Right of Way runs through the site.

The site lies within an Environment Agency designated flood zone 3, and the main purpose of the project is to create a new water based habit and improve the biodiversity. The works will not have any impact on the flood risk, as the purpose of the scheme is to hold water back in the scrapes and ponds during times of adverse flooding and then over time slowly release the water back in to Lustrum Beck. The scheme will have a minor positive impact on flood risk management along Lustrum Beck and therefore there are no objections in relation to flood risk.

Other matters in relation to archaeology, ecology and land contamination have been considered in full and can be adequately dealt with through the imposition of conditions

In conclusion, the proposed development raises no concerns in relation to visual impact and highway safety, it does not adversely impact on neighbouring properties, archaeology or the ecological habitat and will have a positive impact on potential flooding. For the reasons stated above and detailed in the report it is recommended that the application be Approved with Conditions.

RECOMMENDATION

That planning application 17/3013/LAF be approved subject to the following conditions and informatives;

Time Limit

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

Plan Reference Number	Date on Plan
SBC0001	18 December 2017
SBC0002	15 December 2017
SBC0003	15 December 2017
A10576-SF-01	15 December 2017
A10576-SF-03	15 December 2017

Reason: To define the consent.

02 Ecology

Works should be undertaken in complete accordance with the design and access statement dated 15 December 2017.

Reason: In the interests of protecting ecological species and habitats.

03 Unexpected land contamination

In the event that contamination is found at any time when carrying out the approved development that was not previously identified, 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 prior to resumption of the works. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority.

Reason: To ensure that contamination is adequately dealt with should it be discovered during construction/demolition

04 Construction/Demolition Noise

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.

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

Informative: Giant Hogweed and Japanese Knotweed

Giant Hogweed and Japanese Knotweed have been recorded on site and in the vicinity so precautions will be needed to ensure these non-native, invasive species are not transferred off site. Where invasive non-native species (INNS) occur on site the applicant should undertake proper removal in accordance with UK legislation. Biosecurity measures need to be in place for the duration of the works and strictly adhered to by all site operatives. As a minimum the Check Clean and Dry campaign should be followed. The presence of INNS on site presents a biosecurity risk that should be minimised ahead of construction on site. Where these invasive species occur, mark out areas of stands and maintain these as a no-work area. These shall be treated, removed and disposed of as controlled waste. Where Giant Hogweed occurs, a 4m radius around the plant must be maintained as a no-work area. Where Japanese knotweed occurs, a 7m radius around the plant must be maintained as a no-work area. Where works are undertaken adjacent to watercourse, operators must abide by Environment Agency Pollution Prevention Guidelines.

BACKGROUND

1. In partnership with the Environment Agency, Stockton Council is seeking opportunities to create 'water dependant habitat' throughout the Lustrum Beck corridor. The project will form part of the Lustrum Beck phase 2 Flood Alleviation Scheme. This scheme has an overall target of creating 30 hectares of water dependant habitat where the habitat created helps to meet Water Framework Directive objectives i.e. helps water bodies to meet Good Ecological Status/Potential.

SITE AND SURROUNDINGS

2. The application site is an area of land known as "Six Fields". To the north of the site is Hartburn Conservation Area and to the south Lustrum Beck. To the east and west of the site are more open fields.
3. The application site is outside the limits to development and part of the site is within Flood Zones 2/3.
4. The area of land is low lying and level, and is a floodplain adjacent to Hartburn Beck. Occasionally this area of land is inundated with water at times of peak flow; the most recent occasion this happened was in 2012 and to a lesser extent during the winter of 2015.

PROPOSAL

5. The soils in the area are largely clay; where an area of the old river was excavated and it holds water consistently after rainfall and has developed a habitat typical of wetland. The soil will be excavated and the deepest areas will be approximately 1.2 to 1.5m, with the majority of the excavations to a depth of 0.3 to 0.5m. Where depths exceed 1m it is expected that these areas will hold water for the majority of the time. The other areas will provide marshy / water margin habitats without necessarily holding surface water for sustained periods. Only at times of peak flow or exceptionally heavy rainfall will the entire site become inundated with water. The deepest sections of the excavations are proposed to follow the historical course of the old river meanders.
6. Spoil from the excavations will be stacked along the bottom of the slope at the northern margin of the working area. This will provide a raised walkway to facilitate pedestrian access, and will also ensure that the ridge and furrow present on the site is not disturbed. This spoil will be shaped to ensure that there is a continuous downward slope from the north of the site

to the south (or, the higher land to the lower land), thus ensuring that there is no retention of water behind the spoil and the storage capacity of the excavated areas is maximised.

7. Some of the spoil will be used to raise the level of the existing public right of way that crosses the site north to south, to ensure that it is passable in all weather conditions. This section will be surfaced with recycled road planings (or similar) to ensure accessibility all year round. The existing desire line that follows the northern bank of Hartburn Beck will not be disturbed.
8. The unregistered access to the north of the site from Quebec Road will be developed and used for maintenance purposes. It is not wide enough to accommodate the plant and machinery required to implement this scheme and therefore a temporary 'dutch ford' will be constructed adjacent to the existing bridge and will be removed on completion of construction works.
9. Habitat creation works are expected to take approximately 3 weeks. The four principal access points to the site will be closed off by security fencing and rights of way will be closed temporarily by order.

CONSULTATIONS

10. The following Consultations were notified and any comments received are set out below:-
11. Highways Transport & Design Manager
Highways Comments: Due to the nature of the proposed development there will be no traffic associated with the proposals, other than maintenance vehicles, once the works are completed.
machinery, required during the construction phase which is anticipated to last 3 weeks, will access the site from Darlington Road via an existing field access adjacent to the West End Bowling Club car park. Plant and machinery will only be moved to/from the site at the start / end of the proposed works period. Based on the above there will be a negligible impact on the highway network, both during the construction phase of the project and once the works are completed, and as such there are no highways objections to the proposed creation of an area of water dependent habitat on the site.
Landscape & Visual Comments: There are no landscape and visual objections to the proposed creation of an area of water dependent habitat on the site.
Flood Risk Management: There are no Flood Risk Management objections to the proposed creation of an area of water dependent habitat on the site.
12. The Environment Agency
Environment Agency Position: Having assessed the supporting information I can advise that we have no objections to the proposed development and have the following comments/advice to offer:
Biodiversity - We are satisfied that the Ecology report within the Design and Access statement provided by Stockton-On-Tees Borough Council (2017) fully considers protected species and habitats. As this scheme has been created in partnership with the Environment Agency we will be managing all Water Vole mitigation requirements. We are supportive of the in-river work and believe that the applicant has sufficiently outlined mitigation methods. We would like to advise that fish passage must be maintained at all times during in-river works and sufficient silt control measures are put in place.
Pollution Prevention and Biosecurity: Giant Hogweed and Japanese Knotweed have been recorded on site and in the vicinity so precautions will be needed to ensure these non-native, invasive species are not transferred off site. Where invasive non-native species (INNS) occur on site we request that the applicant undertake proper removal in accordance with UK legislation. Giant Hogweed and Japanese Knotweed are all listed under schedule 9 of the Wildlife and Countryside Act 1981. As such it is an offence to introduce or spread

these into the wild. Additionally any measures to control or remove on site need to be in accordance with UK legislation. Biosecurity measures need to be in place for the duration of the works and strictly adhered to by all site operatives. As a minimum the Check Clean and Dry campaign should be followed. The presence of INNS on site presents a biosecurity risk that should be minimised ahead of construction on site. Where these invasive species occur, mark out areas of stands and maintain these as a no-work area. We request that these be treated, removed and disposed of as controlled waste. Where Giant Hogweed occurs, a 4m radius around the plant must be maintained as a no-work area. Where Japanese knotweed occurs, a 7m radius around the plant must be maintained as a no-work area. Where works are undertaken adjacent to watercourse, operators must abide by Environment Agency Pollution Prevention Guidelines.

13. Environmental Health Unit

I have no objection in principle to the development, subject to the imposition of an advisory condition regarding unexpected contaminated land.

14. Tees Archaeology

The site is outside the core of the medieval settlement at Hartburn and the surviving ridge and furrow on the site (HER 1306) indicates that it was agricultural land from the 12th century onwards. There is some potential for earlier remains, e.g. prehistoric and the applicant has considered this potential in their proposal. They have stated that they will produce a desk-based assessment and that if this suggests the site has archaeological potential then field evaluation might be necessary. I support this approach which is in line with the NPPF (para 128).

15. Network Rail

With reference to the protection of the railway, Network Rail has no objection in principle to the development, but below are some requirements which must be met,

Fail Safe Use of Crane and Plant: All operations, including the use of cranes or other mechanical plant working adjacent to Network Rail's property, must at all times be carried out in a "fail safe" manner such that in the event of mishandling, collapse or failure, no materials or plant are capable of falling within 3.0m of the nearest rail of the adjacent railway line, or where the railway is electrified, within 3.0m of overhead electrical equipment or supports.

Excavations/Earthworks: All excavations/ earthworks carried out in the vicinity of Network Rail property/ structures must be designed and executed such that no interference with the integrity of that property/ structure can occur. If temporary works compounds are to be located adjacent to the operational railway, these should be included in a method statement for approval by Network Rail. Prior to commencement of works, full details of excavations and earthworks to be carried out near the railway undertaker's boundary fence should be submitted for the approval of the Local Planning Authority acting in consultation with the railway undertaker and the works shall only be carried out in accordance with the approved details. Where development may affect the railway, consultation with the Asset Protection Project Manager should be undertaken. Network Rail will not accept any liability for any settlement, disturbance or damage caused to any development by failure of the railway infrastructure nor for any noise or vibration arising from the normal use and/or maintenance of the operational railway. No right of support is given or can be claimed from Network Rail's infrastructure or railway land.

Security of Mutual Boundary: Security of the railway boundary will need to be maintained at all times. If the works require temporary or permanent alterations to the mutual boundary the applicant must contact Network Rail's Asset Protection Project Manager.

Method Statements/Fail Safe/Possessions: Method statements may require to be submitted to Network Rail's Asset Protection Project Manager at the below address for approval prior to works commencing on site. This should include an outline of the proposed method of construction, risk assessment in relation to the railway and construction traffic management

plan. Where appropriate an asset protection agreement will have to be entered into. Where any works cannot be carried out in a "fail-safe" manner, it will be necessary to restrict those works to periods when the railway is closed to rail traffic i.e. "possession" which must be booked via Network Rail's Asset Protection Project Manager and are subject to a minimum prior notice period for booking of 20 weeks. Generally if excavations/piling/buildings are to be located within 10m of the railway boundary a method statement should be submitted for NR approval.

Encroachment: The developer/applicant must ensure that their proposal, both during construction, and after completion of works on site, does not affect the safety, operation or integrity of the operational railway, Network Rail and its infrastructure or undermine or damage or adversely affect any railway land and structures. There must be no physical encroachment of the proposal onto Network Rail land, no over-sailing into Network Rail air-space and no encroachment of foundations onto Network Rail land and soil. There must be no physical encroachment of any foundations onto Network Rail land. Any future maintenance must be conducted solely within the applicant's land ownership. Should the applicant require access to Network Rail land then must seek approval from the Network Rail Asset Protection Team. Any unauthorised access to Network Rail land or air-space is an act of trespass and we would remind the council that this is a criminal offence (s55 British Transport Commission Act 1949). Should the applicant be granted access to Network Rail land then they will be liable for all costs incurred in facilitating the proposal.

Network Rail is required to recover all reasonable costs associated with facilitating these works. I would advise that in particular the method statements should be the subject of conditions, the reasons for which can include the safety, operational needs and integrity of the railway. For the other matters we would be pleased if an informative could be attached to the decision notice.

The method statement will need to be agreed with - Asset Protection Project Manager; Network Rail (London North Eastern), Floor 3B, George Stephenson House, Toft Green, York, YO1 6JT Email: assetprotectionlneem@networkrail.co.uk

16. The Ramblers Association
Comments to follow in an update report
17. Spatial Planning & Regeneration
No comments received
18. Councillors
No comments received

PUBLICITY

19. Neighbours were notified and comments received are set out below :-
20. Mr David Owen, 3 Fraser Road Stockton-on-Tees
Generally in favour of the scheme. We can see the benefits regarding the prevention of flooding and also if managed properly will improve the visual amenity. My main concern is that parking in the village is already difficult and the improvement will attract more people. We already have many dog walkers, both social and commercial leaving vehicles in Fraser Road where parking, particularly on the corners restricts access regularly despite have white lines for guidance. We have concerns that emergency vehicles, often would not be able to get into Fraser Road or Quebec Road. We have no wish to see double yellow lines or resident parking restrictions in the village. By way of alleviating the issue, would the planning team consider a small car park off Darlington Road near to the Bowling club to encourage access through that route. Construction traffic is planned through this route, so some ground improvements will be occurring anyway. Often we see cars for fishermen using the Bricky here. Providing a small car park would be a cheap addition to the overall

cost. Secondly, could the planning team consider increased provision for rubbish and litter bins.

PLANNING POLICY

21. 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

22. **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.

23. **Local Planning Policy**

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

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

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.

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.

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.

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.

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

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

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

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.

MATERIAL PLANNING CONSIDERATIONS

24. The main material considerations in relation to this application are the impact on the character and appearance of the area; impact on neighbours; flood risk, ecology and highway related issues, along with any other residual matters.

Impact on the character and appearance of the area

25. The application site relates to a number of fields located north of Lustrum Beck and South of Hartburn Conservation Area. The proposed scheme is to create a number of ponds and improvements to the pedestrian accesses. Whilst there will be a noticeable change it is not considered that the development would have an adverse impact on the character and appearance of the area. This view is supported by the Highways Transport and Design Manager.

Impact on neighbours

26. Whilst there will be a short term impact on neighbours throughout the construction period, once complete the works will not impact on neighbouring properties. A condition has been recommended to control the construction hours to limit the disturbance.
27. Comments have been received in relation to parking in the village and concerns that the improvement will attract more people and suggestions have been made for the provision of a small car park off Darlington Road near to the Bowling club to encourage access through that route. This suggestion has been passed to the Project Manager for consideration, however in terms of increased use, this would not warrant refusal of the application, given the area is currently used by members of the public and a Public Right of Way runs through the site.

Flood risk

28. The Flood Risk Management Partnership Scheme has a target to deliver 30 hectares of wider environmental benefits linked to the flood risk management works. This could comprise habitat and environmental improvement works that would have no measurable value in terms of flood risk management, but would have a beneficial impact in terms of biodiversity within the Lustrum Beck catchment area.
29. The Sixfields site has been identified as an area where a possible 3 hectares of 'water dependant habitat' could be created, contributing to the above target. The main purpose of the project is to create a new water based habitat and improve the biodiversity of the site. The works will not have any adverse impact on the flood risk, as the purpose of the scheme is to hold water back in the scrapes and ponds during times of adverse flooding and then over time slowly release the water back in to Lustrum Beck.
30. The scheme will have a minor positive impact on flood risk management along Lustrum Beck and therefore there are no objections in relation to flood risk.

Ecology

31. The application is accompanied with ecology information which confirms that there are no floristic species or plant communities of local or national conservation concern present on the site of the project. Semi-natural grassland vegetation is for the most part absent from the area to be re-landscaped and restricted to the odd plant of cuckooflower and meadowsweet, although 900 metres upstream on privately owned land there is a Local Wildlife Site designated for its neutral grassland.
32. The project will create a species-rich vegetation and by increasing the number of ponds and standing water in the area will provide increased breeding habitat for amphibians. Wildflowers, seedlings and cuttings will be incorporated which will increase the range and variety of pollinator/bee-friendly plants. The supporting information states that the additional habitat creation and vegetation will improve the way in which the Hartburn Beck valley functions as a wildlife corridor providing increasing biodiversity and also providing increased observation opportunities for local people.
33. Water Voles have been recorded in Hartburn Beck. Where works are proposed that could impact the species, or its habitat, these must be undertaken under a Wildlife Licence and may only be undertaken during specific times of the year. The Environment Agency, who is a partner in the scheme, will manage all Water Vole Mitigation requirements.
34. No other protected fauna (e.g. Great Crested Newt, Badger) has been recorded on site. All works on site shall be undertaken following an Environmental Action Plan and the Environment Agency's guidelines for biosecurity on construction sites. The contractor shall

produce a Biosecurity Plan for all in-channel works and to prevent the introduction and / or spread of invasive species and an informative has been added for hogweed and knotweed and associated precautions which the applicant is fully aware of.

35. Overall it is considered that there are sufficient controls in place ensure that ecology is not adversely affected by the proposal and the scheme will result in benefits to the biodiversity of the area.

Archaeology

36. The site is outside the core of the medieval settlement at Hartburn and the surviving ridge and furrow on the site indicates that it was agricultural land from the 12th century onwards. There is some potential for earlier remains, e.g. prehistoric.
37. A desk-based assessment has been produced which has suggested that the developers should maintain an archaeological watching brief during ground disturbance works, allowing sufficient time for the investigation and sampling of any archaeological features and/or peat deposits. Use the arisings from the ground works to create the bunds for the footpaths and not allow the material to cover the existing ridge and furrow and also produce a suitably detailed report on the results of the archaeological watching brief and the analyses of any material recovered.
38. Tees Archaeology has been consulted on this information and an update will be provided to Planning Committee as to the outcome.

Other Matters

39. Comments have been raised in relation to increased provision for rubbish and litter bins, however the Applicant has confirmed that there are bins available to the entrance of the site and no more are planned.
40. Network Rail have provided detailed comments which have been passed to the applicant, however given the distance to the railway, no conditions have been recommended.
41. Environmental Health have requested a condition in relation to unexpected land contamination which has been recommended.

CONCLUSION

42. In conclusion, the proposed development raises no concerns in relation to visual impact and highway safety, it does not adversely impact on neighbouring properties, archaeology or the ecological habitat and will have a positive impact on potential flooding.
43. It is recommended that the application be Approved with Conditions for the reason(s) specified above.

Director of Economic Growth and Development
Contact Officer Mrs Elaine Atkinson Telephone No 01642 526062

WARD AND WARD COUNCILLORS

Ward Hartburn
Ward Councillor(s) Councillor Lynn Hall

Ward Councillor(s) Councillor Matthew Vickers

IMPLICATIONS

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

Legal Implications: *There are no known legal implications in determining this application.*

Environmental Implications: *The assessment of the application has taken into account the impacts on drainage, ecology, the general character and appearance of the area as well as impacts on adjoining properties and the landscaping. It is considered that there would be no undue impacts on these receptors. Detailed considerations are listed within the report.*

Human Rights Implications: *The provisions of the European Convention of Human Rights 1950 have been taken into account in the preparation of this report which has included an assessment of people's representations and a weighting up of the points raised. It is considered that no existing residents would be severely affected by the proposed development sufficient to warrant refusal of the application.*

Community Safety Implications: *The provisions of Section 17 of the Crime and Disorder Act 1998 have been taken into account in the preparation of this report. Within this report consideration has been given to implications of increased traffic movements and the need contributions to improvements. There are no other notable impacts on community safety recognised within the assessment of the proposed development*

Background Papers

Stockton on Tees Local Plan Adopted 1997

Core Strategy – 2010

Application File