

DELEGATED

AGENDA NO

PLANNING COMMITTEE

21 MARCH 2018

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

17/2912/FUL

**Land East Of Jasper Grove, Morrison Street, Stillington
Residential Development comprising 55 dwellings with associated access.**

Expiry Date : 30 March 2018

SUMMARY

Full planning permission is sought for 55 dwellings on an existing paddock area in Stillington.

Outline planning permission for 54 dwellings was approved on the same site in 2014. At the time the committee report noted that whilst the site was located in an area outside of the development limits, the Local Planning Authority could not demonstrate a 5 year housing supply and consequently permission was granted.

The current position in respect of the 5 year supply is that whilst the Council can demonstrate a 5 year supply for the purposes of the submitted local plan; however, as this has not been through the formal examination process it can be given little weight and the application will need to be determined in accordance with Paragraph 14 of the NPPF which states “for decision-taking this means approving development proposals that accord with the development plan without delay; and where the development plan is absent, silent or relevant policies are out of date, granting permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or specific policies in this Framework indicate development should be restricted”.

Although paragraph 12 of the Framework stresses the desirability of local planning authorities having up to date development plans, paragraph 211 states that policies should not be considered out of date simply because they were adopted prior to the publication of the Framework. Paragraph 215 states that due weight should be given to relevant policies in existing plans according to their degree of consistency with the Framework, i.e. the closer the policies in the plan to those in the Framework, the greater the weight that may be given.

In terms of impact; Policy CS10 and EN13 are relevant and are detailed below. Policy CS10(3) seeks to protect the separation between settlements, together with the quality of the urban environment, maintained through the protection and enhancement of the openness and amenity value of the strategic gaps between the conurbation and the surrounding towns and villages. Saved policy EN13 restricts development outside the village limits unless it meets certain criteria.

As policy CS10 seeks to safeguard the countryside, it is broadly consistent with the core planning principles at Paragraph 17 of the Framework, which, inter alia, recognises the intrinsic character and beauty of the Countryside.

However the approach of Saved Policy EN13 in seeking to control the principle of development beyond settlement boundaries is more restrictive than the approach set out in the Framework. The balancing of harm against benefit is a defining characteristic of the Framework's overall approach embodied in the presumption in favour of sustainable development. Because of this, where Policy EN13 is used to restrict housing, it cannot be seen to be consistent with the Framework and is therefore out of date and the proposal should therefore be assessed using the approach set out in the second bullet point of the decision-taking section of paragraph 14 of the Framework and only if the Council is able to demonstrate harm which "significantly and demonstrably" outweighs the benefits of the development should consent be refused.

The proposed development is similar to the recent permission at the site for 54 units (Reference 14/1396/OUT) but with an additional unit and this application is a full as opposed to an outline. The principle of the development was accepted in that case due to the lack of a 5-year housing supply. Access, Appearance, Landscaping, Layout and Scale were reserved matters.

It should also be noted that in the recently published SHLAA, Jasper Grove, Stillington is listed as part of its supply and as a commitment in the publication draft local plan. Furthermore the village is classed as a sustainable village as detailed within the Council's villages study and there is a need for rural affordable houses.

The proposed scheme would develop an existing paddock which has existing dwellings along one boundary, a landscape buffer to two boundaries and the main street through Stillington to the other. It is considered that the site represents a logical extension being situated immediately adjoining the defined village limit. The scheme has also been revised to take account of concerns regarding the introduction of 2 ½ storey dwellings and the proposal has been amended to reduce the number of dwellings to 55.

Objections have been received from residents and the Parish Council which revolve mainly round the impacts of additional traffic and the access arrangement and in particular concerns regarding the number of houses that would be served by a single point of access from Morrison Street and the 'safety' of road users utilising the Jasper Grove / Morrison Street junction which would provide access to both the existing and proposed residential development.

The concerns raised by the Parish Council are noted and have been fully considered by the Highways Transport and Design Manager who concludes that the internal layout of the existing 'St Johns Park' estate, between the junction with Morrison Street and the proposed site access, comprises of 5.5m wide roads with 2m footways on either side and would, in accordance with the Council's current Design Guide be suitable for serving developments of up to 300 dwellings. This type of road layout is also in accordance within the requirements set out within 'Manual for Streets'.

Furthermore the existing simple T junction between Morrison Street and Jasper Grove is also capable of serving the existing and proposed residential development as the daily two-way traffic flows would not exceed 500 movements. The junction, which was considered and approved as a part of the 'St Johns Park' planning application, also has adequate visibility in both directions and there are no recorded injury accidents, at the junction, within the last 5 years.

It should also be noted that the principle of utilising an access from Jasper Grove was considered and accepted by the Highways Transport and Design Manager as a part of a previous outline planning approval for 54 houses.

Taking the above in to account, it cannot be demonstrated that the proposed access arrangements are unsuitable for the proposed scale of development.

It is considered that the application site is sustainable and the presumption in the NPPF that Planning should operate to encourage and not act as an impediment to sustainable growth must be applied. Significant weight is required to be placed on the need to support economic growth through the planning system. As the Local Planning Authority's policies for the supply of housing cannot be considered as up-to-date and it is considered the proposal would not give rise to any adverse impacts which would significantly and demonstrably outweigh the benefits when assessed against the policies in the framework taken as a whole.

Other material considerations have been considered in detail and accordingly the application is recommended for approval subject to the Heads of Terms and conditions set out in the report.

RECOMMENDATION

That planning application 17/2912/FUL be approved subject to the following conditions and informatives and subject to the applicant entering into a Section 106 Agreement in accordance with the Heads of Terms below;

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

Plan Reference Number	Date on Plan
P07	5 December 2017
A-001 A	30 November 2017
A-002 B	30 November 2017
B-001 A	30 November 2017
B-002 B	30 November 2017
E-001 A	30 November 2017
E-002 B	30 November 2017
F-001 D	30 November 2017
D-001 B	30 November 2017
D-002 B	30 November 2017
R-001 C	5 December 2017
R-002 B	5 December 2017
N-001 B	30 November 2017
N-002 C	5 December 2017
P08 A	30 November 2017
P09 B	7 March 2018
118657/8001 D	12 March 2018
F 023	12 March 2018

Reason: To define the consent.

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

03 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.

04 If, during development, contamination not previously identified is found to be present within a Phase then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out in that Phase until the developer has submitted, and obtained written approval from the Local Planning Authority for, a remediation strategy detailing how this unsuspected contamination shall be dealt with. The remediation strategy shall be implemented as approved.

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

05 The development hereby approved shall be built in accordance with a scheme of finished floor levels which has been submitted to and approved in writing by the Local Planning Authority prior to the development commencing on site. The scheme shall detail existing land level and levels of nearby properties as necessary as well as the finished floor levels of the proposed properties.

Reason: In order to prevent undue impact on residential properties and to ensure that earth-moving operations, retention features and the final landforms resulting are structurally sound, compliment and not detract from the visual amenity or integrity of existing natural features and habitats.

06 No development hereby approved shall be commenced on site until the site is investigated and reported to determine the nature and extent of landfill gas. The site investigation and risk assessment report shall be carried out in accordance with Guidance on Evaluation of Development proposals on sites where methane and carbon dioxide are present [NHBC March 2007] and CIRIA document C659. The findings of the report shall be submitted to the Local Planning Authority and no development shall commence on site until any necessary mitigation has been undertaken to the written satisfaction of the Local Planning Authority.

Reason: To prevent undue risk as the proposed development is situated within 250m of an old landfill site which is known to be a historical iron works.

07 An investigation and risk assessment 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. 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:

- (i) a survey of the extent, scale and nature of contamination;**
- (ii) 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;**
- (iii) 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: To ensure that risks from land contamination to the future users of the land and dwellings are minimised and to ensure that the development can be carried out safely without unacceptable risks to any future occupants, in accordance Part 11 of the National Planning Policy Framework.

- 08 All ecological mitigation measures within the ‘Preliminary Ecological Appraisal’ (May 2017) shall be implemented throughout the development in full in accordance with the advice and recommendations contained within the document.**

Reason: To conserve protected species and their habitats in accordance with the Stockton-on-Tees Core Strategy Development Plan Policies CS3 and CS10 and Part 11 of the National Planning Policy Framework.

- 09 Within each phase, 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 including any restrictions on delivery times;**
- (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, including but not limited to wheel washing facilities and the use of mechanical road sweepers, to avoid 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 Within each of associated HGVs including any measures necessary to minimise the impact on other road users;**
- (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 residential amenity.

- 10 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.

- 11 Prior to the development being brought into use, a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. This shall include:**
- (i) the appointment of a travel co-ordinator**
 - (ii) a partnership approach to influence travel behaviour**
 - (iii) measures to encourage the use of alternative modes of transport other than the private car by persons associated with the site**
 - (iv) provision of up-to-date details of public transport services**

- (v) continual appraisal of travel patterns and measures provided through the travel plan
- (vi) improved safety for vulnerable road users
- (vii) a reduction in all vehicle trips and mileage
- (viii) a programme for the implementation of such measures and any proposed physical works
- (ix) procedures for monitoring the uptake of such modes of transport and for providing evidence of compliance.

The approved Travel Plan shall be implemented and the development shall thereafter be carried out and operated in accordance with the approved Travel Plan.

Reason :To establish measures to encourage more sustainable non-car modes of transport.

- 12 Notwithstanding the proposals detailed in the Design and Access Statement/ submitted plans full details of the method of external illumination, siting, angle of alignment; light colour, luminance of buildings facades and external areas of the site, including parking courts shall be submitted to and agreed in writing by the Local Planning Authority prior to commencement of external lighting and the lighting shall be implemented wholly in accordance with the agreed scheme prior to occupation.

Reason: To enable the Local Planning Authority to control details and in the interests of the amenities of adjoining residents and highway safety.

- 13 No development shall commence until full details of Soft Landscaping has been submitted to and approved in writing by the Local Planning Authority. This will be a detailed planting plan and specification of works indicating soil depths, plant species, numbers, densities, locations inter relationship of plants, stock size and type, grass, and planting methods including construction techniques for pits in hard surfacing and root barriers. All works shall be in accordance with the approved plans. All existing or proposed utility services that may influence proposed tree planting shall be indicated on the planting plan. The scheme shall be completed in the first planting season following:
- (i) Commencement of the development;
 - (ii) or agreed phases;
 - (iii) or prior to the occupation of any part of the development;
- and the development shall not be brought into use until the scheme has been completed to the satisfaction of the Local Planning Authority.

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

- 14 No development shall commence until full details of proposed tree protection has been submitted to and approved in writing by the Local Planning Authority. Such protection shall comply with (Section 7, BS 5837:2005 and Volume 4: NJUG Guidelines For The Planning, Installation And Maintenance Of Utility Apparatus In Proximity To Trees (Issue 2) Operatives Handbook 19th November 2007). The requirements of Stockton on Tees Borough Council in relation to the British Standard are summarised in the technical note ref INFLS 1 (Tree Protection), which is available upon request.
- Any such scheme agreed in writing by the Local Planning Authority shall be implemented prior to any equipment, machinery or materials being brought to site

for use in the development and be maintained until all the equipment, machinery or surplus materials connected with the development have been removed from the site.

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

- 15 No development shall commence until full details of proposed soft landscape management has been submitted to and approved in writing by the Local Planning Authority.) The soft landscape management plan shall include long term design objectives, management responsibilities and maintenance schedules for all landscape areas/ retained vegetation, other than small privately owned domestic garden [delete as required] shall be submitted to and approved in writing by the Local Planning Authority and implemented in accordance with the approved plan prior to the occupation of the
- (i) Development ;
 - (ii) or approved phases.

Any vegetation within a period of 5 years from the date of from the date of completion of the total works that is dying, damaged, diseased or in the opinion of the LPA is failing to thrive shall be replaced by the same species of a size at least equal to that of the adjacent successful planting in the next planting season.

Landscape maintenance shall be detailed for the initial 5 year establishment from date of completion of the total scheme regardless of any phased development period followed by a long-term management plan for a period of 20 years. The landscape management plan shall be carried out as approved

Reason: To ensure satisfactory landscaping to improve the appearance of the site in the interests of visual amenity.

- 16 Within each phase, construction of the external walls beyond damp proof course shall not commence until samples of all materials, colours and finishes to be used on all external surfaces of the hereby approved dwellings have been made available for inspection on site and are subsequently approved in writing by the Local Planning Authority. Thereafter the development shall be implemented in accordance with the approved details.

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

- 17 Development shall be implemented in line with the drainage scheme contained within the submitted document entitled "Flood Risk Assessment and Drainage Strategy" dated "October 2017". The drainage scheme shall ensure that foul flows discharge to the foul sewer at manhole 8501 and ensure that surface water discharges to the surface water sewer at manhole 8502. The surface water discharge rate shall not exceed the available capacity of 5.0 l/sec that has been identified in this sewer. The final surface water discharge rate shall be agreed by the Lead Local Flood Authority.

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

- 18 The development hereby approved shall not be commenced on site, until a scheme for 'the implementation, maintenance and management of a Sustainable Surface

Water 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 surface water management system**
- II. A build program and timetable for the provision of the critical surface water drainage infrastructure**
- III. A management plan detailing how surface water runoff from the site will be managed during construction Phase**
- IV. Details of adoption responsibilities;**

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.

19 The dwellings hereby approved shall not be brought into use until:-

- I. The approved surface water management system for the development, or any phase of the development is in place and fully operational.**
- II. A Management and maintenance plan of the approved Surface Water Drainage scheme has been submitted and approved in writing by the Local Planning Authority, this should include the funding arrangements and cover the lifetime of the development**

Reason: To reduce flood risk and ensure satisfactory long term maintenance are in place for the lifetime of the development.

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

Informative : Surface Water Management

Surface water discharges from this site shall be flow regulated to ensure that flooding problems elsewhere in the catchment are not exacerbated. The discharge rates from the site will be restricted to 7.2l/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. Full Micro Drainage design files (mdx files) including the catchment plan and 3D topographical survey must to be submitted for approval. The flow path of flood waters exiting the site as a result of a rainfall event exceeding the 1 in 100 year event plus climate change should also be provided.

The layout of any proposed development and sustainable drainage system should be designed to mimic natural drainage flow paths, utilising existing natural low-lying areas and conveyance paths where appropriate. This means considering the existing blue / green corridors across the proposed

site and utilizing the natural low-lying areas for the surface water management system for the development. To mimic natural catchment process as closely as possible, a “management train” is required, it is fundamental to designing a successful SuDS system, it uses techniques in series to reduce pollution, flow rates and volumes. The detailed design must show flow routes, SuDS component section, sub-catchments, discharge and flow control locations, storage features and how SuDS intergrate into the landscape

The FRA makes no reference to “Urban Creep”, an allowance of 10% should be included within the detailed surface water drainage design

The developer will need to provide a detailed program including time table for the construction of the main surface water drainage infrastructure

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

If any drainage system is identified on site during construction works the Lead Local Flood Authority should be notified.

The updated guidance states the new allowances for climate change now require both +20% scenario and a +40% scenario. Therefore new surface water drainage scheme designed within the Flood Risk Assessment/Drainage Strategies require at least three sets of calculations;

1. 1 in 30 year event;
 2. 1 in 100 year plus 20% climate change;
 3. 1 in 100 year plus 40% climate change;
- Drainage systems can be designed to include a 20% allowance for climate change;
 - A sensitivity test against the 40% allowance is required to ensure that the additional runoff is wholly contained within the site and there is no increase in the rate of runoff discharged from the site. It must be demonstrated that there are no implications to people from the increased flood hazard (volume between 20% and 40% allowance). It is crucial that the additional runoff from the 40% is contained within the site and does not contribute to an increased flood risk to people/property/critical infrastructure/third parties elsewhere.
 - If the flows cannot be contained within the site without increasing risk to properties or main infrastructure a 40% allowance must be provided.

The applicant must consider local guidance detailed in the ‘Tees Valley Local Standards for Sustainable Drainage’. It is recommended that the applicant contacts the Flood Risk Management Team at an early stage to discuss surface water management requirements and their proposed surface water drainage solution for this proposed development.

HEADS OF TERMS

- Precautionary Education Contribution to provide primary/secondary school places should they be required at the appropriate time.
- Open Space Contribution of £131,023 to be spent in respect of open space and recreation within the local area.
- A total of 15% of housing provision within the site shall be affordable

BACKGROUND

1. Outline planning permission for 54 dwellings (Reference 14/1396/OUT) was approved on the same site in 2014. Access, Appearance, Landscaping, Layout and Scale were reserved matters.

SITE AND SURROUNDINGS

2. The site is located to the east of Jasper Grove and south of Morrison Street in the eastern part of Stillington. The William Cassidi School is located on the opposite side of Morrison Street, a landscape buffer and arable land lies to the south and existing housing lies to the western boundary.

3. Vehicular access to the site is via Jasper Grove between Number 7 and 11.

4. The site has the appearance of a paddock with a few animals grazing on it and is roughly rectangular in shape and extends to approximately 1.74 Ha.

PROPOSAL

5. Full permission is sought for 55 houses with a proposed mix of detached and semi-detached housing across several different styles. There will be 8 affordable housing units and the proposed dwellings comprise 2, 3 and 4 bedroom units.

6. Access is off Jasper Grove into the site, and the properties laid out within a series of cul de sacs. Buffer planting exists to two boundaries which is out-with the application site but within land owned by the applicant.

7. The Applicant is also proposing 8 of the dwellings to be delivered on the site shall be affordable in accordance with Policy CS5 (Housing Mix and Affordable Housing) of the Core Strategy.

8. The scheme would provide for a contribution for off-site open space towards a MUGA (Multi Use Games Area) in Stillington; education contributions should they be required and also the delivery of on-site affordable housing.

CONSULTATIONS

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

Highways Transport & Design Manager

I refer to your memo dated 13/02/18 and subsequent e-mail dated 06/03/18

General Summary

Subject to the comments and conditions below the Highways Transport and Design Manager has no objection to the proposed application for a residential development comprising 55 dwellings with associated access.

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

Appendix 1 – Detailed Comments

Highways Comments

The principle of development on this site has previously been considered and accepted as a part of a previous outline planning approval (14/1396/OUT) for 54 houses.

Traffic Impact

The applicant has submitted a Transport Statement (TS) in support of the proposed development.

The TS, in terms of traffic generation, relies on a comparison between the previous approval (14/1396/OUT) and the current proposals and concludes that the level of traffic generation is the same as both applications were for the same number of dwellings. Whilst this is not factually correct as the previously accepted site (14/1396/OUT) was for 54 dwellings, the additional dwelling would have a negligible impact on the previously accepted trip generation.

Notwithstanding the above utilising the previously accepted trip generation, which was ascertained using average trip rates from TRICS, the trip rates and associated trips are shown in Table 1 below.

Table 1: Trip Rates and Trips

	Arrivals		Departures		Trips	
	Trip Rate	Trips	Trip Rate	Trips	Trip Rate	Trips
Weekday AM Peak Hour	0.159	9	0.444	25	0.444	25
Weekday PM Peak Hour	0.424	23	0.226	12	0.226	12
Total	0.583	32	0.670	37	0.670	37

Table 1 shows that the proposed development would result in an extra 23 vehicles leaving and 9 vehicles entering the estate during the morning peak. Whilst it is accepted that the local road network experiences peaks in traffic flow, the additional traffic generated by the proposed development, in the context of NPPF, would not add significantly to the traffic flow to warrant a highways objection.

Vehicle Access

The access into the proposed development, which would take the form of a simple T junction, would be located on Jasper Grove, which connects to Morrison Street to the west of William Cassidi Church of England Primary School, and this is considered to be acceptable.

The access road would be 5.5m wide with 2m footways both side and this is considered to be acceptable for the scale of the proposed development and in accordance with the Council's Design Guide and Specification (Residential and Industrial Estates Development) current edition).

Concerns have been raised by Stillington and Whitton Parish Council regarding the site access arrangements for the proposed development in relation to:

- the number of houses that would be served by a single point of access from Morrison Street;
- the 'safety' of road users utilising the Jasper Grove / Morrison Street junction which would provide access to both the existing and proposed residential development.

The internal layout of the existing 'St Johns Park' estate, between the junction with Morrison Street and the proposed site access, comprises of 5.5m wide roads with 2m footways on either side and would, in accordance with the Council's current Design Guide be suitable for serving developments of up to 300 dwellings. This type of road layout is also in accordance within the requirements set out within 'Manual for Streets'.

The existing simple T junction between Morrison Street and Jasper Grove is also capable of serving the existing and proposed residential development as the daily two-way traffic flows would not exceed 500 movements. The junction, which was considered and approved as a part of the 'St Johns Park' planning application, also has adequate visibility in both directions and there are no recorded injury accidents, at the junction, within the last 5 years.

It should also be noted that the principle of utilising an access from Jasper Grove was considered and accepted as a part of a previous outline planning approval (14/1396/OUT) for 54 houses.

Whilst the concerns raised by Stillington and Whitton Parish Council are noted, taking the above in to account, it cannot be demonstrated that the proposed access arrangements are unsuitable for the proposed scale of development.

Layout/Parking

The development should be designed and constructed in accordance with the Council's Design Guide and Specification (Residential and Industrial Estates Development) current edition and Supplementary Planning Document 3: Parking Provision for New Developments (SPD3).

As previously noted the applicant has submitted a plan showing the proposed site layout (drawing P09 Rev B), which is broadly in accordance with the Council's Design Guide and Specification, which is considered to be acceptable.

Incurtilage parking has been provided in accordance with SPD3 and this is also considered to be acceptable.

It should be noted, as set out in the response from Cleveland Fire Brigade, that any private drives within the development should be designed to have a minimum carrying capacity of 17.5 tonnes. Again this specification forms part of the Council's Design Guide and Specification (Residential and Industrial Estates Development)

Sustainable Connections

The site layout provides a footway connection to Morrison Street and a further connection is also provided, via the proposed access road, to Jasper Grove. It is therefore considered that the site would be well connected to the existing adopted footway network within Stillington.

The nearest bus stops, which are within 150m of the site, are located on Morrison Street and provide access to the X8 service which provides an hourly service between Stillington and Middlesbrough.

The existing public transport and pedestrian connections make the site reasonably accessible by sustainable modes and a Travel Plan, which promotes the use of these alternative modes of travel, should be secured by condition.

Construction Management Plan

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

Landscape & Visual Comments

The proposal is for a residential development on the edge of the settlement of Stillington with existing boundary planting being retained for screening. Outline permission for development on the site has previously been sought and granted.

Updated hard and soft landscape details should be provided which accord with the current site layout. With regard to the soft landscape proposals, a tree pit detail has been provided showing details of staking, irrigation etc. The updated soft landscape plan should indicate which tree pits will be used in which location, the detail with root direction should be used for all trees adjacent to the highway.

A schedule of methods of enclosure has been provided, including design details for each type. The enclosure drawing (17022/P06 Rev D) indicates that the boundary detail on the northern edge of

the site (between Plots 9 and 10) consists of a new hedgerow. This should be maintained at a maximum height of 1.2m to allow good visibility for pedestrians using this footpath connection, this detail should be included within the landscape maintenance plan. The existing hedgerows should be indicated on the site plans to clearly demonstrate which are to be retained.

The proposals indicate new 1800mm high fencing along the western edge of the site adjacent to the existing properties in St John's Park and Jasper Grove. Replacement of the existing fence would be acceptable, but must be undertaken in agreement with the neighbouring properties, or located so as not to damage the existing boundary.

The retention of existing woodland planting to the eastern boundary of the site is proposed and that this is separated from the rear gardens of residential plots by a grass/wildflower corridor. Maintenance access to this area will be required in perpetuity to allow for maintenance of the woodland buffer and grassed areas. Details of this should form part of a management and maintenance plan for the site. No details of maintenance have been provided. These details should be secured by condition.

A street lighting plan is also required to ensure there are no conflicts between columns and proposed trees. These details should be secured by condition.

Public Open Space

Whilst the current proposal excludes the previously proposed POS, comments at the Outline stage considered that the size of the proposed space was too small to function effectively and that consideration should be given to an offsite contribution. Off-site contributions would therefore be sought. There are a number of projects within the local area on which any contributions could be spent, these include:

- Stillington Forest Park – Infrastructure and access improvements;
- Honey Pot Wood - Infrastructure and access improvements;
- Wynyard Woodland Park - Infrastructure and access improvements;
- Play and recreation facilities in Stillington, including the provision of a MUGA and associated infrastructure, and improvements to play facilities.

Flood Risk Management

The applicant has not provided sufficient detail regarding the management of flood risk and this should be secured by condition.

Appendix 2 – Conditions

Discharge of Surface Water; Construction Management Plan; Site Construction Access; Travel Plan; Scheme for Illumination; Landscaping Softworks; Tree Protection; Maintenance Softworks.

Environmental Health Unit

Further to my previous response for outline planning application 14/1396, I would advise that the recommendations of the Phase 1 Desk Top Study (May 2014, Ref: C6006) are fully implemented. This recommended completion of an intrusive Phase 2 site investigation to assist with the design of foundations, pavements, and to determine the risks to the development, end users and other receptors from identified contamination, including hazardous ground gases and groundwater. There ought to be submission of a factual and interpretative report on the ground investigation (carried out by a suitably qualified person) which complies with the following conditions on contaminated land;

Possible contamination from an old landfill site

The proposed development is situated within 250m of an old landfill site which is known to be a

historical iron works. No development shall be commenced until the site is investigated to determine the nature and extent of landfill gas.

The site investigation and risk assessment report shall be carried out in accordance with Guidance on Evaluation of Development proposals on sites where methane and carbon dioxide are present [NHBC March 2007] and CIRIA document C659.

Possible land contamination

An investigation and risk assessment 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. 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:

- (i) a survey of the extent, scale and nature of contamination;
- (ii) 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;
- (iii) 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.

In order to minimize the impact of construction noise and dust emissions upon residents I would request that the following condition is imposed;

Construction/ Demolition Noise

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

In order to minimize the impact of construction noise and dust emissions upon residents

SBC Housing Services Manager

The Strategic Housing Market Assessment (SHMA) 2016 has identified an annual affordable housing need in the borough of 240 units, with the majority of need being for 2 and 3 bedroom properties.

Core strategy Policy 8 (CS8) – Housing Mix and Affordable Housing Provision states: 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.

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 serviced by making provision elsewhere.

We note from that the developer has revised the scheme and is proposing a market scheme of 55 units. To ensure compliance with policy we would require 8 affordable units to meet the 15% minimum requirement. 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, and based on the SHMA 2016 a high priority will be accorded to the delivery of 2 and 3 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 target would make the development economically unviable or that the resultant tenure mix would be detrimental to the achievement of sustainable, mixed communities.

A worked example based on 8 affordable units: -

- Tenure: Using the ratio of 70/30, it is proposed the split should be:

Proportion	No. of units	Tenure
70%	6 units	Rent
30%	2 units	Intermediate Tenure
100%	8 units	Total

- Bed Size: Using borough wide figures from the SHMA 2012

Size	Proportion	No. of units
2 bed	37.5%	4 units
3 bed	50%	4 units
4 bed	12.5%	0 units
Total	100%	8 units

Tenure for the above would then be split as follows:

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

On the basis of Housing Register demand and advice from housing allocation colleagues we would support provision of an additional 2 bedroom unit for rent in lieu of a 4 bedroom unit.

Space standards – the Council would expect all affordable housing units to comply with Homes and Communities Agency Level 1 Space standards and associated design and quality standards.

Northern Gas Networks

Northern Gas Networks has no objections to these proposals and standard mains record shown.

Northumbrian Water Limited

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

In making our response Northumbrian Water assess the impact of the proposed development on our assets and assess the capacity within Northumbrian Water's network to accommodate and treat the anticipated flows arising from the development. We do not offer comment on aspects of planning applications that are outside of our area of control.

Having assessed the proposed development against the context outlined above Northumbrian Water have the following comments to make:

We would have no issues to raise with the above application, provided the application is approved and carried out within strict accordance with the submitted document entitled "Flood Risk Assessment and Drainage Strategy". In this document it states that the foul water shall discharge to manhole 8501, whilst surface water shall discharge to manhole 8502 which will have a restricted discharge of 5 l/sec.

We would therefore request that the following condition be attached to any planning approval, so that the development is implemented in accordance with this document:

CONDITION: Development shall be implemented in line with the drainage scheme contained within the submitted document entitled "Flood Risk Assessment and Drainage Strategy" dated "October 2017". The drainage scheme shall ensure that foul flows discharge to the foul sewer at manhole 8501 and ensure that surface water discharges to the surface water sewer at manhole 8502. The surface water discharge rate shall not exceed the available capacity of 5.0 l/sec that has been identified in this sewer. The final surface water discharge rate shall be agreed by the Lead Local Flood Authority.

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

It should be noted that we are not commenting on the quality of the flood risk assessment as a whole or the developers approach to the hierarchy of preference. The council, as the Lead Local Flood Authority, needs to be satisfied that the hierarchy has been fully explored and that the discharge rate and volume is in accordance with their policy. The required discharge rate and volume may be lower than the Northumbrian Water figures in response to the National and Local Flood Policy requirements and standards. Our comments simply reflect the ability of our network to accept flows if sewer connection is the only option.

For information only

We can inform you that a water main is present on the site and may be affected by the proposed development. Northumbrian Water do not permit a building over or close to our apparatus and therefore we will be contacting the developer direct to establish the exact location of our assets and ensure any necessary diversion, relocation or protection measures required prior to the commencement of the development.

Tees Archaeology

Thank you for the consultation on this application.

The applicant has provided an archaeological desk-based assessment for the site. This reviewed various sources including the Historic Environment Record, and concluded that the site has low archaeological potential. The report recommended that no further works were required. I agree with this conclusion and the recommendation. The applicant has fulfilled the requirements of the NPPF regarding the historic environment (para 128).

Stockton Police Station - Stephen Davies

With regard to the Planning Application ref 17/2912/FUL. I note from the Design and Access Statement at page 10, that the developer will seek to reflect Secured by Design in the development of the scheme. I would encourage Amethyst Homes to make contact with me at their earliest opportunity for any crime prevention/designing out crime input/advice I might be able to offer, to enable Secured by Design to be 'built in' from the outset. Further information on the police designing out crime initiative and our contact details, is available at www.securedbydesign.com

I would, at this stage mention that Amethyst Homes should ensure that the security of a development is not compromised by excessive permeability and that adequate lighting be installed for all areas of the development, including all non- adopted highways, eg. shared surfaces, shared drives.

Principal Environment Officer

Re. 17/2912/FUL for 57 units at Stillington, in accordance with Policy CS3 and the original outline permission 14/1396/OUT, the applicant is required to submit an Energy / Sustainability Statement identifying the predicted energy consumption and associated CO2 emissions of the development, and provide details of the fabric U-values for the proposed buildings in order to demonstrate

compliance with Part L (2013) building regulations. The 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, and these must exceed what is required to comply with Part L (2013) building regulations. This should be secured by condition.

Stillington and Whitton Parish Council

The Members of Stillington and Whitton Parish Council would like to object to this planning application. Their objections centre around the proposed access route to the houses, road safety, the potential for drainage problems in the area, the number and density of units proposed and the timescales proposed for the work. Councillors would also like to point out a number of inaccuracies in the supporting documents that have been submitted as part of this application.

The Members of the Parish Council think that the proposed access road from St John's Park and Jasper Grove into the new development is inadequate for the number of houses. The entrance to St John's Park is already the only access from Morrison Street, the main road through Stillington, for 60 houses. The proposed development would take the total to well over 100. The access in and out of St John's Park is already difficult at busy times of day - particularly when pupils are being picked up and dropped off at William Cassidi School and when shifts change at the Industrial Estate. There have been a number of traffic accidents at this junction, one which involved the attendance of the air ambulance, but details of these accidents have not been listed in the planning documents. The Parish Council regularly receives complaints about cars parking in the estate blocking the road and driveways and despite occasional visits from the Enforcement Team and regular requests from the school asking parents to park considerately, the situation does not improve. Expansion at the industrial estate and the building work underway at the other end of the Village has led to an increase in the number of commercial vehicles travelling in and out of the Village past this junction throughout the day. In a Strategic Housing Land Availability Assessment produced by Stockton Borough Council prior to outline planning permission being granted to this area of land, the achievability statement for the site states that "A four leg roundabout would need to be implemented to create two accesses. If the yield is less than 100 dwellings one access and one emergency access would be needed." While this application is for less than 100 dwellings, the only road to it will become an access road for well over 100 dwellings so the Parish Councillors feel that a four leg roundabout should be incorporated into the design for these properties. A roundabout placed at the entrance to the Village at the end of the road going out to the A177 would provide a much safer access point into the proposed estate. This is where the developers propose to create a temporary access for vehicles entering and leaving the site during construction - it is widely felt that this should be the permanent access point for the site and all necessary modifications required to the road layout should be included as part of the development work. This would have the added benefit of reducing the amount of traffic that travels past the primary school and slowing down traffic as it comes into the Village making the whole area significantly safer. In a recent survey that was undertaken in the Parish as part of an ongoing community plan project, problems with the speed and number of vehicles in this area of the Village was raised time and time again by the respondents. The questionnaire and other associated consultation exercises that have taken place over the last year have shown this issue to be the main concern that local residents have. This development, if built as planned, would only make the current problems worse and cause daily distress to the residents of Jasper Grove and St John's Park. The access point currently proposed from Jasper Grove should become a pedestrian access point only - but be suitable for emergency access if required - similar to, and in keeping with, the design of the access point from Weare Grove into St John's Park and Jasper Grove.

The plans for Jasper Grove show that the proposed access point from this street was originally a turning circle in front of a house, it was not intended to be used as an access point to another estate. As such Members consider that it was never designed to deal with the number of cars that will be associated with the new development. They also feel that Stockton Borough Council should not permit the current developer to be able to benefit by using this location as a main access point when there are residents of Jasper Grove who bought their properties off plan with the belief that

they were purchasing a property in a cul de sac. It was only as the building work in Jasper Grove came to the end that residents, some of whom had already moved into their properties and still live there now, were informed that the house shown on the approved plans would not be built. I have looked at all of the former planning applications for Jasper Grove and have been unable to find any plans that show the proposed access point as a vacant plot and also have been unable to find any amendments to the plans granting permission for this plot to be left vacant. If Jasper Grove had been completed according to the original plans, access to the development site via the proposed route would not be possible.

On the outline plans for this site a drop off lay by opposite the school was shown. The Parish Council accept the Officers comments from the time that such a feature could create additional vehicle hazards. However the Parish Councillors think that widening Morrison Street between the development site and the school so that the two school buses can have a designated parking bay adjacent to the carriageway should be an integral part of this application. A parking area for the school buses would be a major improvement to the road safety alongside the development. Currently the two coaches park outside the school for periods of up to half an hour in the morning and evening at the same time that other people are driving to and from the school to drop children off and other road users are trying to pass the school also. Due to the large admission zone for the school it is not possible for many of the pupils to walk to and from the school and they are not all on bus routes. When parked the coaches fill one side of the carriageway meaning drivers have to drive past the coaches on the wrong side of the road and, due to the road layout, have very limited visibility of oncoming traffic - which often arrives at excessive speeds into the Village from the Whitton direction. In addition people using the zebra crossing have to walk halfway across the road on the crossing before they can see around the school buses to check for oncoming traffic. There have been a number of near misses and it can only be a matter of time before there is a serious accident. The combination of a designated coach parking area outside of the primary school and a roundabout at the entrance to the Village will ensure that this development is improving the Village for the long term rather than creating further hazards and difficulties which will have to be dealt with retrospectively by Stockton Borough Council on a piecemeal basis in the future.

Drainage and the management of surface run off is another area of concern for Parish Councillors. The Planning Statement 5.11.2 states that "proposals will be designed to ensure that run off onto third party land is not increased as a result of the proposal" As such the Parish Councillors would like to see more detailed designs of the sustainable urban drainage techniques proposed for this site before the application is approved. It is felt that the report provided is not specific enough in its recommendations. Residents of Jasper Grove have had to modify their properties to deal with surface runoff that comes from the site in its current state and understandably want to be re-assured that any increase in run-off will not unduly affect their properties. This is one of three development sites in Stillington. Councillors are concerned that the infrastructure in the area to deal with sewage and water run-off in times of heavy rain will not be able to cope with the additional pressure that these developments bring. There are already problems in some areas of the Village with flooding and the Councillors would like to be assured that the Stockton Borough Council Planning and Highways departments, the Environment Agency and Northumbrian Water have assessed at the whole area and will make sure that any improvements that are considered necessary are incorporated into any future development plans.

The Council has objections to the density of housing on the site and the impact sections of the proposed boundaries will have on neighbouring properties on Jasper Grove. The new buildings that will be adjacent to nos. 7, 11, 15 and 17 Jasper Grove are so close to the boundary it is difficult to imagine how the proposed hedgerow will be planted and maintained between the housing and the neighbouring fencing. If the number of units was reduced the buildings would not have to be so close to the site boundary at these points.

The Parish Councillors have concerns about the phasing proposed for this development. As access for all construction traffic will come directly from Morrison Street, when the current phase 1 is complete (2020) the residents who buy into this phase will then face at least two years of living with construction traffic for phase 2 passing their properties on a daily basis.

While there are a number of amenities in Stillington, the Workingmen's Club detailed in the design and access statement and the transport statement closed many years ago. There are hourly bus services but only until early evening. There are no night time or Sunday services. We hope the bus service will continue to operate but like all rural bus services it is regularly under threat of removal. The transport statement states that the additional journeys in and out of the site will not have a significant impact on the surrounding highway network. Councillors strongly disagree with this - particularly if the access point is via Jasper Grove. Based on car ownership and vehicle use by other residents in the Village, Councillors also feel that the average number of cars per property and the estimated number of trips in and out of the site will be higher than the figures shown in the documents.

The Parish Councillors would like to request that the Members of the Planning Committee visit this site between 3.00pm and 3.30pm in the afternoon during term time to see for themselves the main problems associated with the proposals for access to this site. Parish Councillors would also appreciate it if the other issues they have raised can be addressed by the developer before the planning application is considered for approval.

Chief Fire Officer

Cleveland fire Brigade offers no representations regarding the development as proposed. However access and water supplies should meet the requirements as set out in approved document B volume 1 of the building regulations for domestic dwellings. It has been noted from the proposed site plans that there are sections of road that would appear to form 'private driveways', these are marked as No.6 and 7 on the plan. Can it be confirmed that these roads will also have a minimum carrying capacity of 17.5 tonnes (detailed in latter paragraph). It is acknowledged that whilst the farthest point of any dwelling footprint is within 45m of the 'main' roads this meets compliance with AD B v1, in reality a fire appliance attending a fire at one of these dwellings would always attempt to get as close as safely possible to the premises in order to provide greater incident control and firefighter safety. If these portions of road are not of this minimum carrying capacity then Cleveland Fire Brigade will need to be aware of this. It should be noted that Cleveland Fire Brigade now utilise a Magirus Multistar Combined Aerial Rescue Pump (CARP) which has a vehicle weight of 17.5 tonnes. This is greater than the specified weight in AD B Section B5 Table 20. Further comments may be made through the building regulation consultation process as required.

The Ramblers Association

We have no comments to make on this proposal.

Natural England

No comments

PUBLICITY

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

11. The full details of the objections can be viewed on line at the following web address
<http://www.developmentmanagement.stockton.gov.uk/online-applications/>

-James and Patricia Cooke ,5 St John's Park Stillington
-W Armstrong,11 Kirk Street, Stillington
-Mr K Robinson, 19 Jasper Grove, Stillington

- Mr Justin Cox, 7 Jasper Grove, Stillington
- Mr Andrew Barnett, 24 St John's Park, Stillington
- Mr and Mrs Neale, 1 Jasper Grove, Stillington
- Mr James Mantle, 11 Jasper Grove, Stillington
- Mr Peter Briggs, 3 Jasper Grove, Stillington
- Mrs Wendy Merifield, 2 Jasper Grove, Stillington
- Mr David Allen, 8 Jasper Grove, Stillington
- Mr M Jeffles, 7 St John's Park, Stillington
- Mr David Sawtell, 6 Jasper Grove, Stillington
- Mr James Cooke, 5 St John's Park, Stillington
- Mr David Crowe, 17 Jasper Grove, Stillington
- Mr and Mrs Phillipott, 15 Jasper Grove, Stillington
- Mr Scott Taylor, 48 St John's Park, Stillington
- Mrs H Taylor-North, 22 Jasper Grove, Stillington
- Mrs Leanne Daley, 4 Jasper Grove, Stillington
- Mrs Emma Turnbull, 19 Forest Park, Stillington
- Kelly Young, 32 Forest Park, Stillington
- Mr Darren Nunn, 40 Forest Park, Stillington
- Mr David Stephenson, 15 St John's Park, Stillington

12. The main concerns raised are summarised as follows: -

- Car parking on pavements on St Johns Park, and on the corner of Jasper Close. Additional traffic would exacerbate the situation and increase the hazard to pedestrians and road users.
- The proposed development will be nearly double the number currently under construction and will cause traffic problems,
- Access should be at the intersection of Morrison Street and the road going down to the A177. That would give vehicles immediate access to the A177 and directly towards Redmarshall, Stockton etc.
- Jasper Grove was constructed as a cul de sac
- Can the school handle the extra children the new development will bring?
- The Transport statement seems to have missed the point that all the traffic from Jasper Grove and St Johns Park and the new development will be channeled through one Junction which already has problems with parked cars, and illegal Parking at School Drop off and Pick up times. This does not take into account the Traffic to and from Darchem at times around 07:30 and 16:30 if you are waiting to achieve exit onto Morrison Street.
- Overdevelopment of the site,
- Access through Jasper Grove should not be used. When the homes on Jasper Grove were built and sold in 1998/99 the plans showed that Jasper Grove as a cul-de-sac, a 4 bedroom house was to be located at the proposed access.
- If Jasper Grove became a through road instead of a cul-de-sac it fundamentally changes the nature of the neighbourhood, for example it could no longer be used by children as it currently is and would increase traffic through Jasper Grove by over 500% at all times of day and night.
- Housing not in keeping with the adjoining development
- Construction noise, traffic and disturbance for neighbouring properties.
- The proposed construction access is an accident waiting to happen.
- Stillington is a village outside Stockton and the majority of residents moved here because of the village status. If people had wanted to live in a large suburb of Stockton they would have moved to one.
- All this extra traffic would also have to pass our village school which presents its own H&S risks.
- Drainage issue as the field behind often floods causing a stream of water to enter Jasper Grove from the proposed entry point, how will this be addressed?
- Impact of house values
- Impact on privacy and loss of light
- Impact on the GP Surgery and the School.

- Concerns over boundary treatment
- Increase in noise and air pollution.
- No green areas
- The dwellings will be built directly opposite a school which will increase the already busy traffic which goes past the school at peak times and poses a substantial accident blackspot.
- A new mini roundabout should be built and the new entrance and roundabout should be situated at the junction to Thorpe Larches/Stillington and Whitton . This would slow the traffic down going past the school and prevent a build up of parked vehicles near Jasper Close.
- The previous outline application in 2014 was approved because access was listed as a reserved matter and that a decision on access would be made once a full application was made.
- Currently, there are cars parked on the pavements at the end of St Johns Park on a daily basis, and this is worse at school drop off and pick up times. With perhaps an extra 60 or so children, attending, this will get worse and make access by emergency vehicles a serious challenge.
- The land to be developed is substantially higher than that of the existing properties on St Johns Park and Jasper Grove, so all new properties should be a maximum of 2 storeys
- There should be a Site visit at 3.15pm on a school day to see the traffic chaos outside the school.
- The flood risk report on this current application is seriously flawed and will leave neighbouring properties at risk.
- Overshadowing by the new properties.
- Object to the removal of the existing trees surrounding the development. In the previous application the "buffer zone" was to remain untouched.
- The number of parking spaces on the estate is insufficient and the result will be issues for pedestrians, refuse collection, deliveries etc.
- The extra cars coming through Jasper Grove will also change what is now a quiet cul-de-sac, where it is safe for children to play, into a busy road. Many of the houses on Jasper Grove do not have enough space outside their house to park their own cars and often use the proposed entrance to park their cars.
- The proposed development will place additional strain on the limited amenities that Stillington already has.
- A development on this scale is just too large for this village to accommodate
- There are houses that have been for sale for a year in the village, including affordable housing that have not sold. There is already a new development being built on the allotments. I do think the village needs anymore housing when current houses are not selling.
- Other sites within Stockton Borough Council could be better put to use.
- Lack of consultation

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

Paragraph 14: At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking. For decision-taking this means approving development proposals that accord with the development without delay; and where the development plan is absent, silent or

relevant policies are out-of-date, granting permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or specific policies in this Framework indicate development should be restricted.

Local Planning Policy

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

Core Strategy Policy 1 (CS1) - The Spatial Strategy

1. The regeneration of Stockton will support the development of the Tees Valley City Region, as set out in Policies 6 and 10 of the Regional Spatial Strategy 4, acting as a focus for jobs, services and facilities to serve the wider area, and providing city-scale facilities consistent with its role as part of the Teesside conurbation. In general, new development will be located within the conurbation, to assist with reducing the need to travel.
2. Priority will be given to previously developed land in the Core Area to meet the Borough's housing requirement. Particular emphasis will be given to projects that will help to deliver the Stockton Middlesbrough Initiative and support Stockton Town Centre.
3. The remainder of housing development will be located elsewhere within the conurbation, with priority given to sites that support the regeneration of Stockton, Billingham and Thornaby. The role of Yarm as a historic town and a destination for more specialist shopping needs will be protected.
4. The completion of neighbourhood regeneration projects at Mandale, Hardwick and Parkfield will be supported, and work undertaken to identify further areas in need of housing market restructuring within and on the fringes of the Core Area.
5. In catering for rural housing needs, priority will be given to the provision of affordable housing in sustainable locations, to meet identified need. This will be provided through a rural exception site policy.
6. A range of employment sites will be provided throughout the Borough, both to support existing industries and to encourage new enterprises. Development will be concentrated in the conurbation, with emphasis on completing the development of existing industrial estates. The main exception to this will be safeguarding of land at Seal Sands and Billingham for expansion of chemical processing industries. Initiatives which support the rural economy and rural diversification will also be encouraged.

Core Strategy Policy 2 (CS2) - Sustainable Transport and Travel

1. Accessibility will be improved and transport choice widened, by ensuring that all new development is well serviced by an attractive choice of transport modes, including public transport, footpaths and cycle routes, fully integrated into existing networks, to provide alternatives to the use of all private vehicles and promote healthier lifestyles.
2. All major development proposals that are likely to generate significant additional journeys will be accompanied by a Transport Assessment in accordance with the 'Guidance on Transport Assessment' (Department for Transport 2007) and the provisions of DfT Circular 02/2007, 'Planning and the Strategic Road Network', and a Travel Plan, in accordance with the Council's 'Travel Plan Frameworks: Guidance for Developers'. The Transport Assessment will need to demonstrate that the strategic road network will be no worse off as a result of development. Where the measures proposed in the Travel Plan will be insufficient to fully mitigate the impact of increased trip generation on the secondary highway network, infrastructure improvements will be required.

3. The number of parking spaces provided in new developments will be in accordance with standards set out in the Tees Valley Highway Design Guide. Further guidance will be set out in a new Supplementary Planning Document.
4. Initiatives related to the improvement of public transport both within the Borough and within the Tees Valley sub-region will be promoted, including proposals for:
 - i) The Tees Valley Metro;
 - ii) The Core Route Corridors proposed within the Tees Valley Bus Network Improvement Scheme;
 - iii) Improved interchange facilities at the existing stations of Thornaby and Eaglescliffe, including the introduction or expansion of park and ride facilities on adjacent sites; and
 - iv) Pedestrian and cycle routes linking the communities in the south of the Borough, together with other necessary sustainable transport infrastructure.
5. Improvements to the road network will be required, as follows:
 - i) In the vicinity of Stockton, Billingham and Thornaby town centres, to support the regeneration of these areas;
 - ii) To the east of Billingham (the East Billingham Transport Corridor) to remove heavy goods vehicles from residential areas;
 - iii) Across the Borough, to support regeneration proposals, including the Stockton Middlesbrough Initiative and to improve access within and beyond the City Region; and
 - iii) To support sustainable development in Ingleby Barwick.
6. The Tees Valley Demand Management Framework will be supported through the restriction of long stay parking provision in town centres.
7. The retention of essential infrastructure that will facilitate sustainable passenger and freight movements by rail and water will be supported.
8. This transport strategy will be underpinned by partnership working with the Highways Agency, Network Rail, other public transport providers, the Port Authority, and neighbouring Local Authorities to improve accessibility within and beyond the Borough, to develop a sustainable

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

1. All new residential developments will achieve a minimum of Level 3 of the Code for Sustainable Homes up to 2013, and thereafter a minimum of Code Level 4.
2. All new non-residential developments will be completed to a Building Research Establishment Environmental Assessment Method (BREEAM) of 'very good' up to 2013 and thereafter a minimum rating of 'excellent'.
3. The minimum carbon reduction targets will remain in line with Part L of the Building Regulations, achieving carbon neutral domestic properties by 2016, and non domestic properties by 2019, although it is expected that developers will aspire to meet targets prior to these dates.
4. To meet carbon reduction targets, energy efficiency measures should be embedded in all new buildings. If this is not possible, or the targets are not met, then on-site district renewable and low carbon energy schemes will be used. Where it can be demonstrated that neither of these options is suitable, micro renewable, micro carbon energy technologies or a contribution towards an off-site renewable energy scheme will be considered.
5. For all major developments, including residential developments comprising 10 or more units, and non-residential developments exceeding 1000 square metres gross floor space, at least

10% of total predicted energy requirements will be provided, on site, from renewable energy sources.

6. All major development proposals will be encouraged to make use of renewable and low carbon decentralised energy systems to support the sustainable development of major growth locations within the Borough.

7. Where suitable proposals come forward for medium to small scale renewable energy generation, which meet the criteria set out in Policy 40 of the Regional Spatial Strategy, these will be supported. Broad locations for renewable energy generation may be identified in the Regeneration Development Plan Document.

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

- _ 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 7 (CS7) - Housing Distribution and Phasing

1. The distribution and phasing of housing delivery to meet the Borough's housing needs will be managed through the release of land consistent with:

- i) Achieving the Regional Spatial Strategy requirement to 2024 of 11,140;
- ii) The maintenance of a 'rolling' 5-year supply of deliverable housing land as required by Planning Policy Statement 3: Housing;
- iii) The priority accorded to the Core Area;
- iv) Seeking to achieve the target of 75% of dwelling completions on previously developed land.

2. No additional housing sites will be allocated before 2016 as the Regional Spatial Strategy allocation has been met through existing housing permissions. This will be kept under review in accordance with the principles of 'plan, monitor and manage'. Planning applications that come forward for unallocated sites will be assessed in relation to the spatial strategy.

3. Areas where land will be allocated for housing in the period 2016 to 2021:

Housing Sub Area Approximate number of dwellings (net)

Core Area 500 - 700

Stockton 300 - 400

Billingham 50 - 100

Yarm, Eaglescliffe and Preston 50 - 100

4. Areas where land will be allocated for housing in the period 2021 to 2024:

Housing Sub Area Approximate number of dwellings (net)

Core Area 450 - 550

Stockton 100 - 200

5. Funding has been secured for the Tees Valley Growth Point Programme of Development and consequently the delivery of housing may be accelerated.
6. Proposals for small sites will be assessed against the Plans spatial strategy.
7. There will be no site allocations in the rural parts of the Borough

Core Strategy Policy 8 (CS8) - Housing Mix and Affordable Housing Provision

1. Sustainable residential communities will be created by requiring developers to provide a mix and balance of good quality housing of all types and tenure in line with the Strategic Housing Market Assessment (incorporating the 2008 Local Housing Assessment update).
2. A more balanced mix of housing types will be required. In particular:
 - _ Proposals for 2 and 3-bedroomed bungalows will be supported throughout the Borough;
 - _ Executive housing will be supported as part of housing schemes offering a range of housing types, particularly in Eaglescliffe;
 - _ In the Core Area, the focus will be on town houses and other high density properties.
3. Developers will be expected to achieve an average density range of 30 to 50 dwellings per hectare in the Core Area and in other locations with good transport links. In locations with a particularly high level of public transport accessibility, such as Stockton, Billingham and Thornaby town centres, higher densities may be appropriate subject to considerations of character. In other locations such as parts of Yarm, Eaglescliffe and Norton, which are characterised by mature dwellings and large gardens, a density lower than 30 dwellings per hectare may be appropriate. Higher density development will not be appropriate in Ingleby Barwick.
4. The average annual target for the delivery of affordable housing is 100 affordable homes per year to 2016, 90 affordable homes per year for the period 2016 to 2021 and 80 affordable homes per year for the period 2021 to 2024. These targets are minimums, not ceilings.
5. Affordable housing provision within a target range of 15-20% will be required on schemes of 15 dwellings or more and on development sites of 0.5 hectares or more. Affordable housing provision at a rate lower than the standard target will only be acceptable where robust justification is provided. This must demonstrate that provision at the standard target would make the development economically unviable.
6. Off-site provision or financial contributions instead of on-site provision may be made where the Council considers that there is robust evidence that the achievement of mixed communities is better served by making provision elsewhere.
7. The mix of affordable housing to be provided will be 20% intermediate and 80% social rented tenures with a high priority accorded to the delivery of two and three bedroom houses and bungalows. Affordable housing provision with a tenure mix different from the standard target will only be acceptable where robust justification is provided. This must demonstrate either that provision at the standard target would make the development economically unviable or that the resultant tenure mix would be detrimental to the achievement of sustainable, mixed communities.
8. Where a development site is sub-divided into separate development parcels below the affordable housing threshold, the developer will be required to make a proportionate affordable housing contribution.
9. The requirement for affordable housing in the rural parts of the Borough will be identified through detailed assessments of rural housing need. The requirement will be met through the delivery of a 'rural exception' site or sites for people in identified housing need with a local connection. These homes will be affordable in perpetuity.

10. The Council will support proposals that address the requirements of vulnerable and special needs groups consistent with the spatial strategy.

11. Major planning applications for student accommodation will have to demonstrate how they will meet a proven need for the development, are compatible with wider social and economic regeneration objectives, and are conveniently located for access to the University and local facilities.

12. The Borough's existing housing stock will be renovated and improved where it is sustainable and viable to do so and the surrounding residential environment will be enhanced.

13. In consultation with local communities, options will be considered for demolition and redevelopment of obsolete and unsustainable stock that does not meet local housing need and aspirations.

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

1. In taking forward development in the plan area, particularly along the river corridor, in the North Tees Pools and Seal Sands areas, proposals will need to demonstrate that there will be no adverse impact on the integrity of the Teesmouth and Cleveland Coast SPA and Ramsar site, or other European sites, either alone or in combination with other plans, programmes and projects. Any proposed mitigation measures must meet the requirements of the Habitats Regulations.

2. Development throughout the Borough and particularly in the Billingham, Saltholme and Seal Sands area, will be integrated with the protection and enhancement of biodiversity, geodiversity and landscape.

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

i) Strategic gaps between the conurbation and the surrounding towns and villages, and between Eaglescliffe and Middleton St George.

ii) Green wedges within the conurbation, including:

- _ River Tees Valley from Surtees Bridge, Stockton to Yarm;
- _ Leven Valley between Yarm and Ingleby Barwick;
- _ Bassleton Beck Valley between Ingleby Barwick and Thornaby;
- _ Stainsby Beck Valley, Thornaby;
- _ Billingham Beck Valley;
- _ Between North Billingham and Cowpen Lane Industrial Estate.

iii) Urban open space and play space.

4. The integrity of designated sites will be protected and enhanced, and the biodiversity and geodiversity of sites of local interest improved in accordance with Planning Policy Statement 9: Biodiversity and Geological Conservation, ODPM Circular 06/2005 (also known as DEFRA Circular 01/2005) and the Habitats Regulations.

5. Habitats will be created and managed in line with objectives of the Tees Valley Biodiversity Action Plan as part of development, and linked to existing wildlife corridors wherever possible.

6. Joint working with partners and developers will ensure the successful creation of an integrated network of green infrastructure.

7. Initiatives to improve the quality of the environment in key areas where this may contribute towards strengthening habitat networks, the robustness of designated wildlife sites, the tourism offer and biodiversity will be supported, including:

- i) Haverton Hill and Seal Sands corridor, as an important gateway to the Teesmouth National Nature Reserve and Saltholme RSPB Nature Reserve;
- ii) Tees Heritage Park.

8. The enhancement of forestry and increase of tree cover will be supported where appropriate in line with the Tees Valley Biodiversity Action Plan (BAP).

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

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

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

Core Strategy Policy 11 (CS11) - Planning Obligations

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

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

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

MATERIAL PLANNING CONSIDERATIONS

14. The main planning considerations of this application are the compliance of the proposal with national and local planning policy, the principle of housing development, sustainability of the site, the impacts upon the character and appearance of the area, the impact on the privacy and amenity of neighbouring residents, the impact on the highway network and highway safety, flood risk, archaeology, ecology and nature conservation and other material planning considerations.

Principle of residential development

15. The proposed development is located on an unallocated site out-with the residential development limits for Stillington, and as such is contrary to Local Development Plan Policy which guides the location of new housing and which prevents certain development types outside of the defined limits of development. Notwithstanding this, the National Planning Policy Framework (NPPF) advises that Development Plan Policies for housing provisions should be considered as being out of date in instances where the authority cannot demonstrate a deliverable 5 year supply of housing.

16. The current position in respect of the 5 year supply is that whilst the Council can demonstrate a 5 year supply for the purposes of the submitted local plan; however, as this has not been through the formal examination process it can be given little weight and the application will need to be determined in accordance with Paragraph 14 of the NPPF which states "for decision-taking this means approving development proposals that accord with the development plan without delay; and where the development plan is absent, silent or relevant policies are out of date, granting permission unless any adverse impacts of doing so would significantly and demonstrably outweigh

the benefits, when assessed against the policies in this Framework taken as a whole; or specific policies in this Framework indicate development should be restricted”.

17. The proposals are similar to the recent permission at the site for 54 units (Reference 14/1396/OUT). The only difference is 1 additional unit and this is a full application as opposed to an outline. The principle of the development was accepted in that case due to the lack of a 5-year housing supply. Access, Appearance, Landscaping, Layout and Scale were reserved matters.

18. It should also be noted that in the recently published SHLAA notes that the Council considers Stockton has a 5-year land supply and Jasper Grove, Stillington is listed as part of its supply.

19. The village is also classed as a sustainable village as detailed within the council's villages study and there is a need for rural affordable houses.

20. Given the presumption in favour of development within the NPPF, the need for housing, this site being in a sustainable village where there is employment, a school, community centre and recreational opportunities, the principle of residential development in Stillington is considered to be acceptable.

The Impact upon the Privacy and Amenity of Neighbouring Residents.

21. The location of the development is sufficiently separated from existing dwellings and it is considered that the proposed dwellings would be sufficiently far apart to meet any visual privacy requirements and the site has a sufficient area to meet the amenity of the occupants and it is not considered that the application will have any significant impact upon the privacy and amenity of neighbouring residents.

22. It is considered that the proposal has been designed to ensure that adequate distances are met and designed to negate any overlooking and it is considered that the site could satisfactorily accommodate a residential scheme of the type and nature proposed.

Other matters

23. In terms of ecology and nature conservation the site comprises a paddock which is currently grazed and the application has been submitted with an ecological assessment of the site in order to demonstrate the likely impacts of the scheme on ecology and bio-diversity. The site is not in close proximity to any designated sites other than the Stillington Forest Park Local Nature Reserve on the opposite side of the village and the Whitton Bridge SSSI. The site is highlighted as being grassland, trees and shrubs and although not a priority habitat, it is a habitat which will support local wildlife in particular common birds which were observed in the adjacent woodland belt. The survey indicates that risk to protected species was low due to the nature and location of the site although highlighted the potential for foraging bats and breeding birds. In view of this the ecological report recommends that the plantation woodland belts adjacent to the development are retained to provide habitat for breeding birds, foraging bats and other species. It is recommended that the mitigation and enhancement proposals are conditioned

24. In terms of flood risk, a Flood Risk Assessment accompanies the application and identifies the site falls within Flood Zone 1 (the lowest risk) with a need to demonstrate a satisfactory management of surface water. The drainage strategy for the site will be agreed with the Council's Surface Water Management Team and Northumbrian Water and secured by means of a planning condition. The Environment Agency raises no objection to the proposal.

25. The proposal does not conflict with Planning Guidance in respect of contaminated land and the Environmental Health Manager has considered the proposal and raises no objection on this matters subject to appropriate controlling conditions.

26. In respect of archaeology there are no known archaeological interest at the site and Tees Archaeology has no objection to the proposal.

27. In terms of Policy CS3 and the reference to integrating of climate change mitigation and adaptation into housing design, in order to fully reflect the objectives of Core Strategy Policy 3 (CS3), the development proposals should have embedded within them a minimum of 10 percent of their energy from renewable energy sources. This is secured by a planning condition.

28. The retention of the existing buffer planting and addition of new planting within the development is considered to accord with Policy CS3 which requires proposals to make a positive contribution to the local area, by protecting and enhancing important environmental assets, biodiversity and geo-diversity, responding positively to existing features of natural, or local character, including hedges and trees.

29. Core Strategy Policy 8 (CS8) – Housing Mix and Affordable Housing Provision, states that affordable housing provision within a target range of 15-20% will be required on schemes of 15 dwellings or more. The proposals will result in 15% affordable housing and will therefore bring about significant socio-economic benefits.

30. Core Strategy Policy CS6 seeks to protect and enhance open space, sport and recreation facilities in the Borough. Policy CS6 is supported by the Open Space, Recreation and Landscaping SPD which provides guidance on standards for open space based on a PPG17 assessment of open spaces and built facilities in the Borough. The proposed development provides for an off-site contribution towards the provision of a multi use games area within the village which will arguably improve recreational opportunities within the village.

31. Core Strategy Policy CS11 relates to planning obligations and sets out requirements for new development to contribute towards the cost of providing additional infrastructure and meeting social and environmental requirements. The applicant has indicated that they will enter into a Section 106 Agreement to provide a school contribution should it be required and fund off-site recreational facilities and affordable housing.

32. Objections to the scheme based on de-valuation of property prices are not a material planning consideration.

33. Comments regarding the land required to provide the access into the site was intended to be built on for a single dwelling and not to provide access to a further site, whilst noted, this is not a matter which affects the suitability or otherwise of the proposed scheme. The access will essentially be an extension of the existing cul-de-sac arrangements and the existing road through the St. John's Park estate already runs in close proximity to existing properties. In view of this, it is considered that the proposed access would generally reflect the layout of development already within the estate.

Means of Access, Parking and Traffic Issues

34. In terms of means of access, parking and traffic issues, the Highways Transport and Design Manager has assessed the proposal and their detailed comments are set out in full in the consultation section of this report.

35. Concerns have been raised by Stillington and Whitton Parish Council regarding the site access arrangements for the proposed development in relation to the number of houses that would be served by a single point of access from Morrison Street and the 'safety' of road users utilising the Jasper Grove / Morrison Street junction which would provide access to both the existing and proposed residential development.

36. The access into the proposed development, which would take the form of a simple T junction, would be located on Jasper Grove, which connects to Morrison Street to the west of William Cassidi Church of England Primary School, and this is considered to be acceptable.

37. The access road would be 5.5m wide with 2m footways both side and this is considered to be acceptable for the scale of the proposed development and in accordance with the Council's Design Guide and Specification (Residential and Industrial Estates Development) current edition).

38. The internal layout of the existing 'St Johns Park' estate, between the junction with Morrison Street and the proposed site access, comprises of 5.5m wide roads with 2m footways on either side and would, in accordance with the Council's current Design Guide be suitable for serving developments of up to 300 dwellings. This type of road layout is also in accordance within the requirements set out within 'Manual for Streets'.

39. The existing simple T junction between Morrison Street and Jasper Grove is also capable of serving the existing and proposed residential development as the daily two-way traffic flows would not exceed 500 movements. The junction, which was considered and approved as a part of the 'St Johns Park' planning application, also has adequate visibility in both directions and there are no recorded injury accidents, at the junction, within the last 5 years.

40. It should also be noted that the principle of utilising an access from Jasper Grove was considered and accepted by the Highways Transport and Design Manager as a part of a previous outline planning approval (14/1396/OUT) for 54 houses.

41. Whilst the concerns raised by Stillington and Whitton Parish Council are noted, taking the above in to account, it cannot be demonstrated that the proposed access arrangements are unsuitable for the proposed scale of development.

42. In terms of parking, this has been provided in accordance with SPD3 and is considered to be acceptable.

43. It should be noted, as set out in the response from Cleveland Fire Brigade, that any private drives within the development should be designed to have a minimum carrying capacity of 17.5 tonnes. Again this specification forms part of the Council's Design Guide and Specification (Residential and Industrial Estates Development)

44. The site layout provides a footway connection to Morrison Street and a further connection is also provided, via the proposed access road, to Jasper Grove. It is therefore considered that the site would be well connected to the existing adopted footway network within Stillington.

45. The nearest bus stops, which are within 150m of the site, are located on Morrison Street and provide access to the X8 service which provides an hourly service between Stillington and Middlesbrough. The existing public transport and pedestrian connections make the site reasonably accessible by sustainable modes and a Travel Plan, which promotes the use of these alternative modes of travel, is secured by condition.

46. Whilst it is accepted that in order to undertake the proposed works there would be a temporary impact during the construction phase, this can be managed through the agreement of a construction management plan to minimise the impact on the community and on the local highway network.

47. In conclusion the Highways Transport and Design Manager has considered the highway arrangements in terms of how it functions and highway safety implications as well as general

parking provision and is satisfied with the proposal. The proposed development has been designed in accordance with the Council's Design Guide and Specification.

CONCLUSION

48. The nature and scale of the development is acceptable and it is considered that the site could satisfactorily accommodate the proposal without any undue impact on the amenity of any adjacent neighbours and the layout is acceptable in terms of highway safety and is in accordance with policies in the Development Plan identified above.

49. The NPPF makes clear that housing applications are to be considered in the context of the presumption in favour of sustainable development. It is considered that there are important material benefits arising from the proposed development 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.

50. Other material considerations have been considered in detail and it is recommended that the application be approved for the reasons specified above.

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

WARD AND WARD COUNCILLORS

Ward Western Parishes

Ward Councillor(s) Councillor Andrew Stephenson

IMPLICATIONS

Financial Implications: As report

Environmental Implications: As report

Human Rights Implications:

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

Community Safety Implications:

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

Background Papers

The Town and Country Planning Act 1990.
National Planning Policy Framework
Stockton on Tees Local Plan Adopted Version June 1997
Core Strategy Development Plan Document March 2010