

DELEGATED

AGENDA NO

PLANNING COMMITTEE

25 July 2018

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

18/0471/FUL

Former Education Centre, Junction Road, Norton

Erection of 96 residential dwellings with associated access and infrastructure.

Expiry Date: 6 June 2018

SUMMARY

Full planning permission is sought for 96 dwellings with associated access and infrastructure on the site of the former Education Centre comprising house types ranging from 2 to 2 ½ storey detached, semi-detached and terraced properties containing a mix of 2, 3 and 4 bedroom properties.

Vehicular access to the site is from Junction Road with pedestrian linkages also provided as part of the development proposal.

A total of 196 comments have been received and a summary is set out within the consultation section of this report.

The main material planning considerations of this application are whether it satisfies the requirements of National and Local Plan Policies, the impact of the proposed development on the locality in terms of residential amenity, vehicular access and traffic impact and highway safety, flood risk, ecology and nature conservation, archaeology, air quality and land contamination and other material considerations.

The impacts of the proposal have been considered against national and local planning guidance and the development as proposed is considered to be in line with general planning policies set out in the Development Plan, is acceptable in terms of highway safety, does not adversely impact on the neighbouring properties, ecological habitat, air quality, flooding and land remediation and is recommended for approval with conditions as set out below.

RECOMMENDATION

That planning application 18/0471/FUL be approved subject to the following conditions and informatives below and subject to the applicant entering into an agreement with the council to meet the Heads of Terms set out below;

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

Plan Reference Number	Date on Plan
AN-WD01 Rev L	2 March 2018
HB-WD01 Rev W	2 March 2018
HE-WD01 Rev C	2 March 2018
HT-WD01 Rev U	2 March 2018
PW-WD01 Rev K	2 March 2018
CT-WD01 REV F	15 June 2018
CD-WD01 REV Y	15 June 2018
CD-WD01 rev T	15 June 2018
SU-WD01 rev X	15 June 2018
LT-WD01 REV D	8 May 2018
N(JR)-001 REV T	8 May 2018
WK-WD01 REV E	8 May 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.

- 06 All ecological mitigation measures within the 'Preliminary Ecological Appraisal' (July 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.

- 07 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.

- 08 No development shall take place (except for the purposes of constructing the initial site access) until that part of the access 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.

- 09 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.

- 10 Notwithstanding the proposals detailed in the Design and Access Statement/ submitted plans no development shall commence until an Arboricultural Method Statement and Tree Protection Plan is approved in writing by the Local Planning Authority. This must be in close accordance with:

1. BRITISH STANDARD 5837:2012 Trees in relation to design, demolition and construction – Recommendations
2. NJUG Guidelines For the Planning, Installation and Maintenance Of Utility Apparatus In Proximity to Trees (Issue 2) – Operatives Handbook 19th November 2007

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 and immediately adjacent to the site (within 10m) that the Local Planning Authority consider provide important amenity value in the locality.

- 11 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 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.

- 12 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.

- 13 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.

- 14 The development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) & Drainage Strategy dated October 2016 (Revision 4 dated 14/2/18) and the following mitigation measures detailed within the FRA**

- I. Surface water to discharge to NW combined sewer at manhole 8204**
- II. Surface water discharge rate must not exceed 9.6l/sec**

The mitigation measures shall be fully implemented prior to the occupation and subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or within any period as may subsequently be agreed, in writing, by the local planning authority.

Reason: To prevent flooding by ensuring the satisfactory storage of / disposal of surface water from the site and to reduce the risk of flooding to the proposed development and future occupants.

- 15 The building hereby approved shall not be brought into use until:-**

- I. Requisite elements of the approved surface water management scheme for the development, or any phase of the development are in place and fully operational to serve said building.**
- 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.

- 16** Development shall be implemented in line with the drainage scheme contained within the submitted document entitled "FRA and Drainage Strategy" dated "October 2016". The drainage scheme shall ensure that both the foul and surface water flows shall discharge to the combined sewer at manhole 8204. The surface water discharge rate shall not exceed the available capacity of 90.5 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.

- 17** The development shall not be brought into use until details of the proposed boundary treatment have been submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented before the development is brought into use.

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

- 18** Notwithstanding the provisions of Classes A, B, C, and E of Part 1 of Schedule 2 of the Town and Country Planning (General Permitted Development) (Amendment) (No.2) (England) Order 2015, the buildings hereby approved shall not be extended or altered in any way.

Reason: In order that the local planning authority can exercise further control in this locality in the interests of the residential amenities of the area.

- 19** Notwithstanding the provisions of class A of Part 2 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order) there shall be no walls, fences, railings or other form of boundary enclosures erected between any point taken in line with the properties front elevation and the highway.

Reason: In order that the local planning authority can exercise further control in this locality in the interests of the residential amenities of the area.

- 20** Notwithstanding the submitted drawings, the gable windows of Plot 96 shall be obscure glazed to a minimum level 4. The obscure glazed windows shall be installed prior to the occupation of the dwelling and shall be retained for the lifetime of the development.

Reason: In the interests of protecting the amenity of the occupiers of adjacent residential premises, in accordance with the National Planning Policy Framework.

- 21** No development shall commence until a scheme has been submitted and the Local Planning Authority has approved in writing the details of the Public Open Space within the site including:

- a) The type and nature of the facilities to be provided within the POS including street furniture etc;
- b) The arrangements the developer shall make to ensure that the Public Open Space is laid out and completed during the course of the development;
- c) The arrangements the developer shall make for the future maintenance of the Public Open Space;
- d) The open space shall be completed in accordance with the approved scheme and phasing arrangements as agreed by the Local Planning Authority.

Reason: To enable the Local Planning Authority to satisfactorily control the development.

- 22** A total of 15% of housing provision within the site shall be affordable in accordance with details which have been first submitted to and approved in writing by the Local Planning Authority. The details shall include but not be restricted to including the precise units to be affordable, the nature of tenure and mechanism for delivery.

Reason: In accordance with the requirements of Core Strategy Development Plan Policy CS8 (5).

- 23** 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.

- 24** A) No development shall take place until a programme of archaeological work including a Written Scheme of Investigation has been submitted to and approved by

the local planning authority in writing. The scheme shall include an assessment of significance and research questions; and:

1. The programme and methodology of site investigation and recording
 2. The programme for post investigation assessment
 3. Provision to be made for analysis of the site investigation and recording
 4. Provision to be made for publication and dissemination of the analysis and records of the site investigation
 5. Provision to be made for archive deposition of the analysis and records of the site investigation
 6. Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation.
- B) No development shall take place other than in accordance with the Written Scheme of Investigation approved under condition (A).
- C) The development shall not be used until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under condition (A) and the provision made for analysis, publication and dissemination of results and archive deposition has been secured.

Reason: In the interests of the preservation of any archaeological remains.

- 25 Notwithstanding the proposals detailed in the Design and Access Statement/ submitted plans no hard landscaping works (excluding base course for access roads and carpark) shall commence until full details of proposed hard landscaping has been submitted to and approved in writing by the Local Planning Authority. This will include all external finishing materials, finished levels, and all construction details confirming materials, colours, finishes and fixings. The scheme shall be completed to the satisfaction of the Local Planning Authority according to the approved details within a period of 12 months from the date on which the development commenced or prior to the occupation of any part of the development. Any defects in materials or workmanship appearing within a period of 12 months from completion of the total development shall be made-good by the owner as soon as practicably possible.

Reason: To enable the LPA to control details of the proposed development, to ensure a high quality hard landscaping scheme is provided in the interests of visual amenity which contributes positively to local character of the area.

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 9.6l/sec (QBAR value) 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. Any existing watercourses situated within the boundary of the proposed development site must be protected and the LLFA must be informed of any proposed works to the existing watercourses.

If the applicant proposes to discharge surface water into an ordinary watercourse a land drainage consent will be required from the Lead Local Flood Authority (LLFA). A land drainage consent is separate application that could take up to 8 weeks for completion and no works on the watercourse can proceed until consent has been approved by the LLFA.

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

The requirement for a contribution to education provision in accordance with the council's formula and highway mitigation works will be dealt with as part of the sale process.

BACKGROUND

1. The site was formerly occupied by the William Newton Education Centre, comprising several buildings with associated external hard surfacing and managed landscaped grounds with mature and semi-mature trees and shrubs. The buildings have recently been demolished and the site is now vacant.

SITE AND SURROUNDINGS

2. The site is located to the south of Junction Road with a site area of approximately 3.5 hectares and is bound by existing residential properties served by Junction Road to the north, by Fife Road to the east, Fulthorpe Road and Mapleton Drive to the south and by Whinflower Drive and Brambling Close to the west. The south of the site consists of open space associated with the former education centre. A small linear copse sits beyond the south west boundary of the site whilst further trees line the boundary with Fife Road to the east. This area is generally flat and level and is covered by grass.

PROPOSAL

3. The development proposals consist of the erection of 96 dwellings on land at the former Education Centre.

4. The house sizes consist of a mix of 2, 3 and 4 bedroom properties in the form of detached, semi-detached and terraced properties including affordable homes.

5. Access to the site is from Junction Road.

6. An area of public open space is also incorporated into the overall scheme.

CONSULTATIONS

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

Highways England Company Limited
Offer no objection

Sport England

I refer to the above application and write further to Sport England's objection response dated 4th April 2018.

Dialogue and negotiation has gone on between the Council and Sport England around the current application, and Sport England's objection to its' (and other sites) allocation in the Submission Local Plan for residential development. The Local Plan has been the subject of an Examination in Public, and in the lead up to the EIP, the Council and Sport England resolved to sign a Statement of Common Ground to be considered by the Planning Inspector. The Statement of Common Ground set out how the respective parties would resolve their current differences in order to allow the proposed housing allocations to proceed whilst also satisfying national planning policy protecting playing fields. The Statement of Common Ground can be viewed by following the link below;

<https://www.stockton.gov.uk/media/877713/ex-sbc-21-socg-playing-fields-sbc-and-sport-england.pdf>

Most pertinent to the current application, the Statement of Common Ground states;

“The Council and Sport England agree that at present it is not possible to demonstrate that the allocated sites are surplus to requirements in respect of both Sport England and national playing field policy.”

As such, for Sport England to withdraw its objection to the current application it has been agreed that replacement provision must be made in accordance with Playing Field Policy exception E4.

Accordingly, the Council’s Chief Executive wrote to Sport England on 31st May to make the following commitment;

“.. it was agreed that the provision of a full-sized floodlit AGP will form adequate replacement provision for the South of Junction Road site and support wider migration from grass pitches to AGP’s. The Council acknowledge the importance of such provision and will prepare a Local Football Facilities Plan (LFFP) with Sport England and the Football Association (FA) to determine the optimal location for an additional AGP in the borough. Initial work has started on the LFFP and it is anticipated that it will be concluded by the end on this year.

Clearly, the location of an additional AGP cannot be confirmed until the LFFP is concluded. However, I can confirm that the Council are committed to the delivery of such provision and will provide best endeavours to begin delivery within three years of construction commencing on the South of Junction Road site.”

The offer is noted and welcomed. It would not however, properly meet Playing Field Policy exception E4 since;

- The existing area of playing field measures 2.5Ha where as a full-sized AGP is likely to be approximately 0.7Ha
- The existing playing field is grass and can accommodate a wide range of sports, where as a 3g AGP is a more specialist surface suited principally to football
- The proposed AGP will not be ready for use prior to the loss of the existing playing field

Notwithstanding the above, Sport England recognises and supports Stockton’s aspirations to see a significant transfer of community football from grass pitches across to artificial grass pitches. The latter surfaces are able to provide a surface of more consistent quality which offers the potential to accommodate a much greater volume of competitive matches and training without the decline in quality associated with grass. The Council has acknowledged it will be necessary to ensure that pricing and access arrangements to the proposed pitch will need to be conducive to these aspirations. Work with local football clubs and leagues through the forthcoming Local Football Facilities Investment Plan will need to ensure that the clubs’ migration across to the artificial surfaces is continued and accelerated.

In comparison to the existing playing field the proposed AGP will be the subject of arrangements which formally secure public access and sporting use.

On balance therefore, whilst the suggested replacement provision does not comply with playing field policy exception E4, Sport England accepts that it is likely to be of greater sporting benefit than the playing field it replaces. On this basis, Sport England wishes to withdraw its objection.

Sport England would also like to be notified of the outcome of the application through the receipt of a copy of the decision notice.

The absence of an objection to this application, in the context of the Town and Country Planning Act, cannot be taken as formal support or consent from Sport England or any National Governing Body of Sport to any related funding application, or as may be required by virtue of any pre-existing funding agreement.

Highways Transport & Design Manager

Executive Summary

The Highways, Transport and Design Manager raises no objections to the proposed full application for the erection of 96 residential dwellings with associated access and infrastructure.

The applicant has submitted a Transport Assessment (TA) and site layout plan in support of the proposed development.

The impact of the proposed development on the highway network has been assessed and it is considered that, with suitable mitigation, it cannot be demonstrated, within the context of NPPF, that the residual cumulative impact of the proposed development on the highways network would be severe. Therefore the highways impact of the proposed development, with suitable mitigation, is considered to be acceptable.

The main access into the proposed development, which would take the form of a simple T junction and would serve 91 properties, would be located on Junction Road. A second minor access, to a private drive serving 5 properties, would also be taken from Junction Road. The access arrangements as proposed are considered to be acceptable.

The site is also within walking distance of amenities on Norton High Street and the existing public transport and pedestrian connections make the site accessible by sustainable modes and a Travel Plan, which promotes the use of these alternative modes of travel, should be secured by condition.

The proposed site layout, as shown on drawing ref N(JR)-001 rev T, is considered to be acceptable with residential properties clustered to the north and west of the site, and a large area of open space concentrated to the east of the site fronting onto Fife Road. However further details, as set out in Appendix 1, are required and these should be secured by condition.

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.

The applicant has provided sufficient information to satisfy the Local Lead Flood Authority that a surface water runoff solution can be achieved without increasing existing flood risk to the site or the surrounding area. However the applicant has not provided a detailed design for the management of surface water runoff from the proposed development and this information should be secured by condition.

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

Appendix 1 – Detailed Comments

Highways Comments

This is a full application for the erection of 96 residential dwellings with associated access and infrastructure.

Traffic Impact

The applicant has submitted a Transport Assessment (TA) in support of the proposed development.

The trip rates for the proposed development have been derived from TRICS (national trip rate database), an acceptable methodology. Table 1 shows the forecast vehicle trip generation of the proposed development.

Table 1: Vehicle Trip Generation

	AM			PM		
	In	Out	Total	In	Out	Total
Trip rate	0.162	0.459	0.621	0.333	0.273	0.606
Trips	16	45	61	33	27	60

It is noted that the applicant has not sought to net off the proposed traffic generation against the previous use associated with the site and the proposed traffic generation is therefore considered to be robust.

The traffic distribution of the proposed development has been estimated based on the 2011 Census data for the area and Table 2 presents the number of additional trips, associated with the proposed development, at key junctions within the vicinity of the site.

Table 2: Development Traffic at key Junctions

Junction	Development Traffic Flows (PCU)					
	Weekday AM Peak Period			Weekday PM Peak Period		
	Inbound	Outbound	Total	Inbound	Outbound	Total
Junction Road / Site Access	16	45	61	32	27	59
A177 Horse and Jockey Roundabout	3	7	10	5	5	10
A1027 / Junction Road / High Street Roundabout	12	36	48	27	22	49

Based on the information set out above the main impact on the highway network associated with the proposed development would be at the A1027 / Junction Road / High Street Roundabout. In order to assess this impact, and develop a suitable mitigation scheme, the applicant has undertaken a local junction assessment and the results are set out below in Table 3.

Table 3: Junction Assessment - A1027 / Junction Road / High Street Roundabout

Junction Assessment - A1027 / Junction Road / High Street Roundabout								
AM Peak Period								
Assessment Scenarios	A1027 North East		High Street		A1027 West South		Junction Road	
	RFC	Queue	RFC	Queue	RFC	Queue	RFC	Queue
Scenario 1 – 2017 Existing	0.74	3.15	0.69	2.34	0.60	1.63	0.99	17.83
Scenario 2 – 2023 No Development	0.79	3.77	0.77	3.17	0.66	1.95	1.11	49.26
Scenario 3 – 2023 With Development	0.80	3.89	0.78	3.30	0.67	1.99	1.16	67.59
PM Peak Hour								
Assessment Scenarios	A1027 North East		High Street		A1027 West South		Junction Road	
	RFC	Queue	RFC	Queue	RFC	Queue	RFC	Queue

Scenario 1 – 2017 Existing	0.84	5.51	0.87	5.90	0.47	0.87	0.86	5.56
Scenario 2 – 2023 No Development	0.90	7.90	0.99	15.89	0.51	1.03	0.93	9.76
Scenario 3 – 2023 With Development	0.91	8.92	1.01	19.64	0.52	1.06	0.95	12.19

The results in Table 3 show that the roundabout junction is currently operating within, but approaching, capacity (RFC 0.85 to 1.0) during both the AM and PM peak hours. However, in the 2023 design year, the roundabout would be operating at or over capacity in both peak hours.

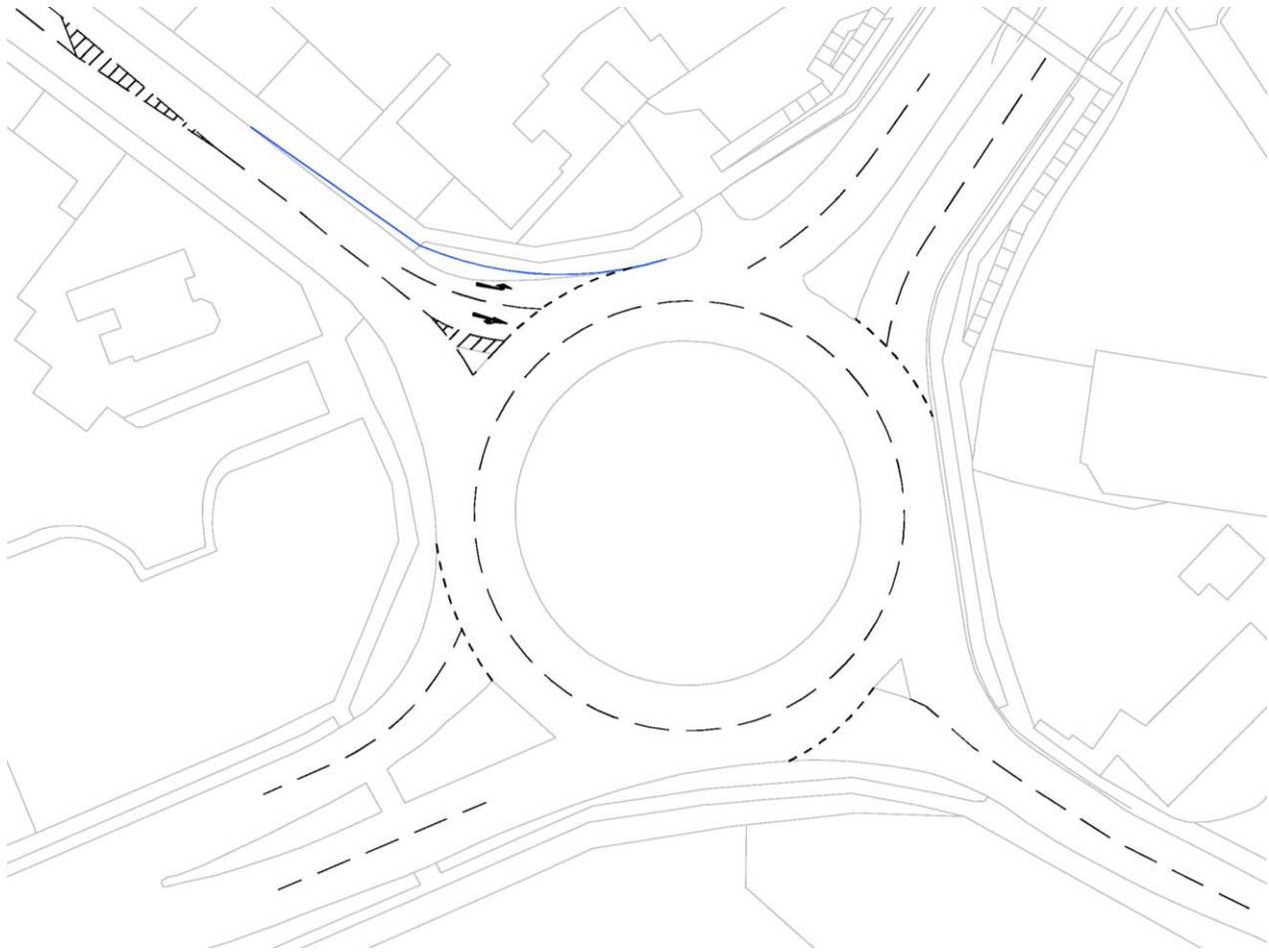
It is evident that the impact of the proposed development is greatest on the Junction Road arm during the AM peak hour as queues increase from 49 to 68 PCU (i.e. an approximate 38% increase). An improvement is therefore proposed to the Junction Road arm of the roundabout in order to mitigate the impact of the development and the results are set out below in Table 4.

Junction Assessment - A1027 / Junction Road / High Street Roundabout (WITH MITIGATION)								
AM Peak Period								
Assessment Scenarios	A1027 North East		High Street		A1027 West South		Junction Road	
	RFC	Queue	RFC	Queue	RFC	Queue	RFC	Queue
Scenario 3 – 2023 With Development	0.81	4.46	0.78	3.66	0.67	2.19	0.85	5.65
PM Peak Hour								
Assessment Scenarios	A1027 North East		High Street		A1027 West South		Junction Road	
	RFC	Queue	RFC	Queue	RFC	Queue	RFC	Queue
Scenario 3 – 2023 With Development	0.91	9.02	1.02	19.73	0.52	1.06	0.72	2.50

The results clearly demonstrate that, following the implementation of the proposed highway improvement scheme, the proposed development would have no discernible impact at this junction.

The delivery of this scheme, which is shown on drawing ref. JN1303-DWg-0001 (extracted included below at Figure 1), would be secured through a Section 106/Section 278 Agreement, as appropriate.

Figure 1 – Proposed Mitigation at A1027 / Junction Road / High Street Roundabout



It is therefore concluded that it cannot be demonstrated, within the context of NPPF, that the residual cumulative impact of the proposed development on the highways network would be severe.

Vehicle Access

The main access into the proposed development, which would take the form of a simple T junction and would serve 91 properties, would be located on Junction Road.

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

A second minor access, to a private drive serving 5 properties, would also be taken from Junction Road and this is also considered to be acceptable.

It is noted that the previous sites usage and the former school operated from 2 simple T junctions.

Layout/Parking

The applicant has submitted a plan showing the proposed site layout, drawing N(JR)-001 Rev T, which is broadly in accordance with the Council's Design Guide and Specification (Residential and Industrial Estates Development) current edition and parking has been provided in accordance with Supplementary Planning Document 3: Parking Provision for New Developments (SPD3).

The proposed site layout is therefore considered to be acceptable.

It should be noted that the proposed traffic calming measures do not meet the requirements of the Council's Design Guide and Specification (Residential and Industrial Estates Development) current edition however, this can be resolved as a part of the Section 38 process.

Sustainable Connections

The site layout provides a footway connection to Junction Road and Fife Road which is considered to be acceptable.

The nearest bus stops, which are within 100m of the site, are located on Junction Road and provide access to the 37 and 38 bus routes which provide the following services:

Route Number	Operator	Bus Route	Frequency		
			Mon-Sat Daytime	Mon-Sat Evening	Sunday
37	Stagecoach	James Cook University Hospital– Park End – Middlesbrough – Stockton – Junction Road - North Tees Hospital	30min	30min	60min
38	Stagecoach	Park End - Middlesbrough – Stockton – Junction Road - Norton Glebe	30min	30min	-

The site is also within walking distance of amenities on Norton High Street.

The existing public transport and pedestrian connections make the site 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 site comprises the former footprint of the Education Centre and car parking, and other hard standing together with its former playing fields. These grassed fields are generally level with a number of mature trees around the edges of the site.

The proposed site layout, as shown on drawing ref N(JR)-001 rev T, is generally acceptable with residential properties clustered to the north and west of the site, and a large area of open space concentrated to the east of the site fronting onto Fife Road.

As set out previously whilst the proposed layout is considered to be acceptable a number of conditions are proposed to ensure that any planning consent is controlled.

Site Trees

An arboricultural impact assessment and method statement has been provided. A Tree Removals drawing no. N(JR)-005 Rev A has also been provided, which clearly demonstrates which trees are to be removed as part of the development. These documents demonstrate good practice. Notwithstanding the agreement in principle to the application it is recommended that all tree retention be approved on site by the Council's Principal Tree and Woodlands Officer prior to commencement of the works. This information can be secured by condition.

Scheme Details

No information has been provided in relation to the details of the soft landscape proposals however, some indication of soft landscaping is included on drawing N(JR)-001 rev T. Trees and soft

landscaping are an important characteristic of the Norton area and this must be continued as part of any development of this site.

Whilst the proposals incorporate tree planting throughout the site to integrate the development into its surroundings, soft landscaping details (including inter-relationship of species) will also be required for the site frontage and entrance, the open space area, as well as individual properties. This information can be secured by condition.

Full details of hard landscaping are also required, including full details of street lighting, street furniture and any play provision. Details of the raised table road junction, including materials, levels, tree planting and tree protection etc. are also required. It should be noted that any tree planting within the public highway and Public Open Space must be in accordance with SBC's Tree Planting Details. This includes the use of barrier membranes where necessary to protect the adopted highway from future tree root damage, and these details are included in the informative section below. This information can be secured by condition.

Some details of enclosure have been provided in drawing N(JR)-001 Rev R however the proposals for the site frontage to Junction Road are not clear. Further information is required showing this boundary, and if the existing wall is to be retained and repaired, or removed and replaced. Similarly on the Fife Road frontage, an existing low level bow top fence currently defines the boundary. This information can be secured by condition.

Public Open Space (POS)

The submitted layout now gives an indication of the arrangement of POS. The addition of the play area, connecting footpaths and tree planting are welcomed however, it is recommended that the setting out of the POS to allow for the retention of some useful kick-about space must be agreed. This together with full details of the play equipment can be secured by condition. It should be noted that if the SuDs detention basin is to be counted as part of the open space for the site, the side of the detention basin must be mainly grass and have a gradient of at least 1:5 with any stone swales within the detention basin running adjacent to the footway.

Flood Risk Management

The applicant has provided sufficient information to satisfy the Local Lead Flood Authority that a surface water runoff solution can be achieved without increasing existing flood risk to the site or the surrounding area. However the applicant has not provided a detailed design for the management of surface water runoff from the proposed development and this information should be secured by condition.

Councillors Norma & David Wilburn

We wish to submit the following OBJECTIONS to the revised Development Plan for the former Education Centre site on Junction Road. Our objections include the following and details are given in the text below:

- Overdevelopment of the site
- Incompatibility of the design
- Contamination of the land
- Subsequent additional traffic congestion and pollutant emissions
- Loss of public amenity green space (reduce to a lesser level than was originally promised)
- Inability to act on promises to the community due to intransigence of the developer relating to access

Overdevelopment of the Site

With almost a hundred houses proposed we believe that the site would be over developed for the Junction Road area. Previously, Stockton Borough Council Planners published an estimate of 40 houses for the site and we believe that this would be more in keeping with the location.

Incompatibility of the Design

The style of properties proposed are incompatible with the nearby houses visible from Junction Road which is an important gateway into Stockton.

Contamination of the Land

As revealed in the test drillings part of the land is heavily contaminated from the time that the site was used as a land tip for building materials. The proposal indicates that a number of units are to be built on the contaminated land. We are concerned that a scheme of mitigation is required that will be enforced to ensure the Health and Safety of:

- Workers building the properties
- Subsequent owners/occupiers of these properties
- Neighbours who would be exposed to wind-blown contaminants during excavation, building processes etc.

Traffic Congestion

Local residents are rightly concerned that the additional cars associated with the completed development (estimated at ~200) will make a difficult traffic situation on Junction Road, at peak times, even more congested. Other developments of several thousand houses are planned in the area - and actions are required to mitigate against the traffic build up on Junction Road (and Durham Road) PRIOR to these developments to ensure these roads are not made impassable by this huge influx of traffic.

Emissions

Associated with the traffic issues is that of emissions (particularly 2.5 micron sooty particulates) - for which Stockton is already in the top 45 towns in the country. This level of pollution is noted as a major concern exceeding the World Health Organisation guidelines. There is therefore a need to ensure that the plans for Junction Road will not exacerbate an already difficult issue.

Loss of Publically Accessible Green Space

Originally the amount of green space to be retained as one third of the original plot. It would appear that the developer in making plans has included the area set aside for community facilities as part of this allocation. This is not in keeping with the original promise to the residents of the ward and is a significant loss of green space in an ward which has very few publically accessible green space areas.

Inability to Act on Promise Made

Prior to the site being offered on the market the building was considered as an appropriate location for a local primary school which required and still requires additional space. When Government support was refused the site was offered as two separate developments and community green space the following was agreed:

At least one third of the site was to be retained and accessible for public use (noted above).

-A site for housing development - now proposed for 98 houses

-A site for the development of a Community Resource

The community element of the site was to be purchased at market value. This was agreed by the Council's Cabinet so that a local resource was available to residents of Norton West as some compensation for loss of the popular Education Centre. The Norton Baptist Church expressed an interest arising from their 27 year history of operating from the Education Centre site and in the development of a community facility to continue their work providing support and activity for all ages in the community. We understand that sufficient money was raised by Norton Baptists to support this ambition to fruition.

The property developer has laid out the site for housing with a space left for the Community Resource but are refusing to provide any access for what is an indeterminate period depending on how quickly the units are built/sold. It may be up to 5 years before this link is built. As this link was a fundamental condition of purchase the property developer should not be allowed to renege on this condition.

Tees Archaeology

The applicant has commissioned archaeological trial trenching at the site. This has confirmed the results of the geophysical survey and the presence of archaeological activity, in the form of several linear and curvilinear ditches. Reporting of the work, including dating, has not yet been completed, but it is likely that these features will merit further archaeological investigation.

A suitable mitigation response would include an archaeological strip, map and record exercise over the known archaeological features followed by post-excavation analysis, reporting and archiving. These works can be secured by means of a planning condition, the suggested wording for which I set out below:-

Recording of a heritage asset through a programme of archaeological works

A) No development shall take place/commence until a programme of archaeological work including a Written Scheme of Investigation has been submitted to and approved by the local planning authority in writing. The scheme shall include an assessment of significance and research questions; and:

1. The programme and methodology of site investigation and recording
2. The programme for post investigation assessment
3. Provision to be made for analysis of the site investigation and recording
4. Provision to be made for publication and dissemination of the analysis and records of the site investigation
5. Provision to be made for archive deposition of the analysis and records of the site investigation
6. Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation.

B) No development shall take place other than in accordance with the Written Scheme of Investigation approved under condition (A).

C) The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under condition (A) and the provision made for analysis, publication and dissemination of results and archive deposition has been secured.

This condition is derived from a model recommended to the Planning Inspectorate by the Association of Local Government Archaeology Officers.

Northern Gas Networks

No objection and standard mains record shown

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.

Confirmation required of the minimum carrying capacity of the area annotated in red 'speckled' effect on plan number N(JR)-00, this is due to Cleveland Fire Brigade now utilising 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 8.

The access to plot 96 is greater than 45m from the main highway therefore access along the road / drive towards this plot is required. This road / drive is greater than 20m therefore requires a turning circle / hammerhead. It is noted a small hammerhead has been included however this measures 3m and the road at 2.5m will not be sufficient to allow an appliance to carry out its turn.

Further comments may be made through the building regulation consultation process as required.

Further comments

Just to confirm that if the distance from the access highway to plot 96 is 37m to the front door then I am happy to accept this.

Spatial Planning & Regeneration

As you will be aware section 38(6) of the Planning and Compulsory Purchase Act 2004 requires an application for planning permission to be determined in accordance with the Development Plan, unless the material considerations surrounding the proposal indicate otherwise. The development plan for Stockton on Tees Borough is made up of policies from the adopted Core Strategy (2010), Joint Minerals and Waste Core Strategy and Policies and Sites LDDs (September 2011), and saved policies from the Local Plan (1997) and Local Plan Alteration Number One (2006)

Policies of particular relevance to this application are:

- Saved Local Plan Policy REC1: criteria based policy for considering proposals which would result in the permanent loss of playing fields.
- Core Strategy Policy CS6(3): seeks to protection of the quantity and quality of open space in accordance with identified standards.

The site is identified within the emerging Local Plan as a housing allocation under policy H1(3.8) and as a playing field under policy TI2. Owing to the provisions within paragraph 216 of the NPPF only limited weight can be applied to these policies at the current time. The most pertinent sections of the NPPF relevant to this application are paragraphs 73 and 74.

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

The Council cannot demonstrate a 5 year supply of housing land. The policies in the development plan that deal with housing supply are therefore to be considered out of date and the proposal must be assessed in the context of the presumption in favour of sustainable development.

The building block of the Stockton-on-Tees Playing Pitch Strategy (PPS) is a migration to artificial grass pitches (AGPs) which aligns with the Sport England and Football Association Parklife programme which aims to create a sustainable model for football facilities based around artificial grass pitches on hub sites.

It is understood that provision of a full-sized floodlit AGP will form adequate replacement provision for the South of Junction Road site and support wider migration from grass pitches to AGP's. The Council acknowledge the importance of such provision and are preparing a Local Football Facilities Plan (LFFP) with Sport England and the Football Association (FA) to determine the optimal location for an additional AGP in the borough.

In addition to these policies, the determination of the application should consider other planning policies and material considerations relating to the design of the development, amenity of residents, highway impact, amongst other things.

Environmental Health Unit

The Environmental Health Unit have assessed the impact of the development and having considered the likelihood of noise and dust arising during the construction phase of the proposal have no objection to the development providing a controlling condition regarding noise and management of dust are imposed;

Construction/ Demolition Noise will create short-term environmental impact on the surrounding dwellings during construction/demolition. As a result 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.

Natural England

Based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on designated sites and has no objection.

Based on the plans submitted, Natural England considers that the proposed development will not have likely significant effects on the Teesmouth and Cleveland Coast Special Protection Area and has no objection to the proposed development.

To meet the requirements of the Habitats Regulations, we advise you to record your decision that a likely significant effect can be ruled out. The following may provide a suitable justification for that decision:

- Due to the distance of the proposed development to the designated site and the presence of green space on site, the project is unlikely to have significant effects.
- The site is allocated in the draft Local Plan (which is going through examination) and the Habitats Regulations Assessment has screened out impacts on the designated site.

National Grid

National Grid has No Objection to the above proposal which is in close proximity to our high voltage transmission underground cable.

I have enclosed a location map to show the location of National Grid high voltage transmission underground cables within the vicinity of your proposal and associated information below.

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 "FRA and Drainage Strategy". In this document it states that both the foul and surface water flows shall discharge to manhole 8204.

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 "FRA and Drainage Strategy" dated "October 2016". The drainage scheme shall ensure that both the foul and surface water flows shall discharge to the combined sewer at manhole 8204. The surface water discharge rate shall not exceed the available capacity of 90.5 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.

Cleveland Police

In relation to the proposal for the erection of the 98 residential dwellings at the former Education Centre, Junction Road, Norton, we would ask the developer to consider the Secured by Design Initiative for the development.

I would encourage the developer 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 crime prevention to be 'built in' from the outset. Further information on the police designing out crime initiative and our contact details, are available at www.securedbydesign.com

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 the site layout plan that the developer is proposing to provide 15 affordable housing units, a mix of 2, 3, 4 and 5 bed houses within the site. Based on a revised market scheme of 96 units, 15 affordable units equates to 15%, which is acceptable, however the mix of bedroom sizes does not comply with the need identified in the SHMA 2016. A compliant type and tenure mix is provided below. 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 **15 affordable units**: -

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

Proportion	No. of units	Tenure
70%	11 units	Rent
30%	4 units	Intermediate Tenure
100%	15 units	Total

- Bed Size: Using borough wide figures from the SHMA 2016

Size	Proportion	No. of units
2 bed	37.5%	6 units
3 bed	50%	8 units
4 bed	12.5%	1 units
Total	100%	15 units

Tenure for the above would then be split as follows:

No. of units	Size	Tenure
6 Units	2 bed	4 x Rented 2 x Intermediate Tenure
8 units	3 bed	6 x Rented 2 x Intermediate Tenure
1 units	4 bed	1 x Rented

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.

Principal Environment Officer

The Design and Access Statement has stated that all dwellings will meet Building Regulations standard. In accordance with Policy CS3, 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. However, 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 remains valid and applicable, and should be secured by condition.

PUBLICITY

8. Local residents have been individually notified of the application and it has also been advertised on site.

9. 195 letters of objection were received from the following addresses and a summary of the comments received are set out below :-

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

Mrs Dorothy Fawell 89 Station Road Stockton On Tees
 Gary McAlees 74 Westminster Oval Stockton On Tees
 Mrs Patricia Jenkinson 131 Junction Road Norton Stockton-on-Tees TS20 1PX
 Mr Brian Eglington 41 Crooks Barn Lane Norton Stockton-on-Tees TS20 1LR
 Mr J Latimer 1A Countisbury Road Norton Stockton-on-Tees TS20 1PY
 Miss a welsh 79 Station Road Norton Stockton-on-Tees TS20 1NN
 Sharon Ellis 1 Crook Street, Norton, Stockton-on-Tees, TS20 1NJ
 Ann Cranke 9 Ashville Ave Norton TS20 1PS
 Alan Cranke 9 Ashville Avenue Norton Stockton-on-Tees TS20 1PS
 Dr Donald R Robertson 7 Whitfield Road, Stockton-on-Tees TS20 1PN
 Mr Russell Hammond 48 Junction Road Norton Stockton-on-Tees TS20 1PW
 Mrs Barbara Smith 44 Junction Road Norton Stockton-on-Tees TS20 1PW

Mr Mark Roddy 40 Junction Road Norton Stockton-on-Tees TS20 1PW
Mr Roger Simpson 19 Fulthorpe Road Norton Stockton-on-Tees TS20 1ED
Mrs Margaret Wrigglesworth 5 Ripley Road Norton Stockton-on-Tees TS20 1NX
Mrs Margaret Ann Card 12B Junction Road Norton TS20 1PJ
Elizabeth Booth 5 Curlew Lane Norton Stockton On Tees TS20 1NA
Michele Plews 9 Dawn Close Norton TS20 1NQ
Mark Shepherd 4 Grantham Road Norton Stockton-on-Tees TS20 1PP
Gill Robinson 18 Whitfield Rd Stockton On Tees
D Appleby 1 Swallow Lane, Norton Stockton On Tees
Mrs Kay McCarrick 127 Junction Road Norton Stockton-on-Tees TS20 1PX
R Perrin 36 Fulthorpe Road Norton Stockton-on-Tees TS20 1QH
Mrs Susan Norman 8 Mapleton Drive Norton Stockton-on-Tees TS20 1RP
Mrs A Longstaff 46 Fulthorpe Road Norton Stockton-on-Tees TS20 1QH
Mr Andrew Hall 37 Whinflower Drive Norton Stockton-on-Tees TS20 1TQ
Mr and Mrs Davis 35 Whinflower Drive Norton Stockton-on-Tees TS20 1TQ
Mr Martin Mclean 43 Whinflower Drive Norton Stockton-on-Tees TS20 1TQ
Garry Walker 41 Whinflower Drive Norton Stockton-on-Tees TS20 1TQ
Thomas Hurst 39 Whinflower Drive Norton Stockton-on-Tees TS20 1TQ
Peter Burke 35 Junction Road Norton Stockton-on-Tees TS20 1PR
Lance Allen 33 Junction Road Norton Stockton-on-Tees TS20 1PR
Kath Askey 14 Fife Road Norton Stockton-on-Tees TS20 1EE
Mr John Brightling 22 Fulthorpe Road Norton Stockton-on-Tees TS20 1ED
Richard Stephenson 53 Junction Road Norton Stockton-on-Tees TS20 1PR
Mrs Rita Siberry 51 Junction Road Norton Stockton-on-Tees TS20 1PR
Kelly Johnson 6 Jameson Road Norton Stockton-on-Tees TS20 1EF
Alan And Freda Dunn 16 Fife Road Norton Stockton-on-Tees TS20 1EE
Mr Neil Hall Summerside 2 Fife Road Norton Stockton-on-Tees TS20 1EE
Mrs P Todd 10 Fife Road Norton Stockton-on-Tees TS20 1EE
Mrs Eve Hardwick 8 Fife Road Norton Stockton-on-Tees TS20 1EE
Mr Alan Jewett 28 Fulthorpe Road Norton Stockton-on-Tees TS20 1QH
Dr and J R Rowlands 26 Fulthorpe Road Norton Stockton-on-Tees TS20 1QH
Mrs June Critchley 4 Jameson Road Norton Stockton-on-Tees TS20 1EF
Mr Wayne Johnson 39 Junction Road Norton Stockton-on-Tees TS20 1PR
Mr Andrew Poppleton 29 Junction Road Norton Stockton-on-Tees TS20 1PH
Emma Cale 31 Junction Road Norton Stockton-on-Tees TS20 1PR
Mr Anthony Whittaker 12 Fife Road Norton Stockton-on-Tees TS20 1EE
Mrs Alison Tasker 12 Brambling Close Norton Stockton-on-Tees TS20 1TX
Mr & Mrs Banner 8 Brambling Close Norton Stockton-on-Tees TS20 1TX
Kevin and Ruth King 6 Brambling Close Norton Stockton-on-Tees TS20 1TX
Mrs Colette Wilson 1 Brambling Close Norton Stockton-on-Tees TS20 1TX
Mr Steve Jacklin 34 Junction Road Norton Stockton-on-Tees TS20 1PL
Mr W E A Mitchell 26 Junction Road Norton Stockton-on-Tees TS20 1PL
Mrs Jill Armstrong 24 Junction Road Norton Stockton-on-Tees TS20 1PL
Mr Stephen Cadwallader 22 Junction Road Norton Stockton-on-Tees TS20 1PL
Mrs N A Townsend 20 Junction Road Norton Stockton-on-Tees TS20 1PL
Brian and Kath Davis 18 Junction Road Norton Stockton-on-Tees TS20 1PL
Mr G Smith 16 Junction Road Norton Stockton-on-Tees TS20 1PL
Mr Mark Armstrong 24 Junction Road Norton Stockton-on-Tees TS20 1PL
Mrs Sue Symington 63 Junction Road Norton Stockton-on-Tees TS20 1PR
Mrs Susan Atkinson brown 1 Kenley Gardens Norton Stockton-on-Tees TS20 1QF
Mr J B Kendall 3 Ashville Avenue Norton Stockton On Tees TS20 1PS
Janine Cale 31 Junction Road Norton Stockton-on-Tees TS20 1PR
Mr Michael Clegg 5 Ashville Avenue Norton Stockton-on-Tees TS20 1PS
Charles Porter 18 Chelsea Gardens Norton Stockton-on-Tees TS20 1RZ
Dr Anne Burdess 64 Junction Road Norton Stockton-on-Tees TS20 1PT

Mr Andrew Furness 75 Countisbury Road Norton Stockton-on-Tees TS20 1PY
Mr Peter McAvoy 12 Chelsea Gardens Norton Stockton-on-Tees TS20 1RZ
Mr George Austin 2 Fulthorpe Road Norton Stockton-on-Tees TS20 1ED
Dr Karen Shaw 101 Junction Road Norton Stockton-on-Tees TS20 1PX
Mrs Kate Raine 8 Syon Gardens Norton Stockton-on-Tees TS20 1QG
Mr Mark Blackmore 12 Ashville Avenue Norton Stockton-on-Tees TS20 1PS
Mrs Carole Winter 59 Countisbury Road Norton Stockton-on-Tees TS20 1PY
Miss Carole Logie 21 Lynmouth Road Norton Stockton-on-Tees TS20 1QA
Stephen Bosomworth 45 The Green Norton Stockton-on-Tees TS20 1DX
Mrs J Tabb 87 Junction Road Norton Stockton-on-Tees TS20 1PU
Mr Alan Ramsay 10 Westminster Oval Norton Stockton-on-Tees TS20 1UX
Mr Philip Chisem 5 St Stephen's Close Norton Stockton-on-Tees TS20 1UZ
Mr David Mogie 12 Ripley Road Norton Stockton-on-Tees TS20 1NX
Mr Richard Little 8 Kew Gardens Norton Stockton-on-Tees TS20 1QE
Mr and Mrs V M Peacock 34 Station Road Norton Stockton-on-Tees TS20 1NH
Mrs Honora Barber 2 Milner Road Norton Stockton-on-Tees TS20 1EG
Owner Occupier 11 Syon Gardens Norton Stockton-on-Tees TS20 1QG
Sally and Kyee Han 3 Marquis Grove Norton Stockton-on-Tees TS20 1QQ
Mr Joseph Maher 21 Linley Court Norton Stockton-on-Tees TS20 1TT
Joyce Longwill 49 Station Road Norton Stockton-on-Tees TS20 1NH
Mrs Kathryn Duffy 11 Curlew Lane Norton Stockton-on-Tees TS20 1NA
Mr Geoffrey Rees 69 Junction Road Norton Stockton-on-Tees TS20 1PR
Angela Sheath 89 Junction Road Norton TS20 1PU
Mr Neil Hall 2 Fife Road Norton Stockton-on-Tees TS20 1EE
Thomas Holmes 7 Siskin Close Norton TS20 1SG
Maureen Holmes 7 Siskin Close Norton Stockton On Tees
Dr David and Mrs Carole Parker 7 Kew Gardens Norton Stockton On Tees TS20 1QE
Helen Smith 103 Junction Road Norton TS20 1PX
Brian Marcus 1 Junction Road Norton Stockton On Tees TS20 1PH
Clare Bailey 66 Junction Road Norton Stockton On Tees
Jacqui Gregory 23 Whitfield Road Norton Stockton On Tees TS20 1pn
John Lucas 10 Siskin Close Norton Stockton On Tees TS20 1SG
Mr Andrew Sinclair 2 Fulthorpe Road Norton Stockton-on-Tees TS20 1ED
Mr Mark Smith 44 Junction Road Norton Stockton-on-Tees TS20 1PW
Roger Blacklock 5 Linnet Court Norton Stockton-on-Tees TS20 1SA
Mr B D Card 12B Junction Road Norton Stockton On Tees TS20 1PJ
Miss Jennifer McDermott 16 North Albert Road Norton Stockton-on-Tees TS20 1NU
Ms Jessica Hall 2 Fife Road Norton Stockton-on-Tees TS20 1EE
Mrs Helen Barnes 11 Countisbury Road Norton Stockton-on-Tees TS20 1PY
Miss Jessica Hall 2 Fife Road Norton Stockton-on-Tees TS20 1EE
David and Sue Morgan 31 Countisbury Road Norton Stockton-on-Tees TS20 1PY
Helen Goodhart 31 Northumberland Grove Norton Stockton-on-Tees TS20 1PB
Josephine Noble 46 Countisbury Road Norton Stockton-on-Tees TS20 1PZ
Margaret McDonald 105 Junction Road Norton Stockton-on-Tees TS20 1PX
Mr Gary Matthews 51 Westminster Oval Norton Stockton-on-Tees TS20 1UU
Mr Robert Kidd 9 Station Road Norton Stockton-on-Tees TS20 1EA
Mr Glynn Bass 12 Junction Road Norton Stockton-on-Tees TS20 1PJ
Mr Peter Gallagher 23 Countisbury Road Norton Stockton-on-Tees TS20 1PY
Mrs Donna Lenton 61 Junction Road Norton Stockton-on-Tees TS20 1PR
Mrs Christine Jenkins 27 Westmoreland Grove Norton Stockton-on-Tees TS20 1PA
Mr Kenneth Gunn 31 Cumberland Grove Norton Stockton-on-Tees TS20 1NT
Glenys Clerk 7 Ashville Avenue Norton Stockton On Tees TS20 1PS
Mr Darren O'Rourke 101 Station Road Norton Stockton-on-Tees TS20 1NN
Mrs Darina Oliver 68 Junction Road Norton Stockton-on-Tees TS20 1PT
Sally Aitchison 67 Junction Road Norton Stockton-on-Tees TS20 1PR

Mr Richard Walker 13 North Albert Road Norton Stockton-on-Tees TS20 1NU
Mr Gerard Beadle 119 The Glebe Norton Stockton-on-Tees TS20 1RD
Mrs Joanne Walker 42 Countisbury Road Norton Stockton-on-Tees TS20 1PZ
Mrs Robinson 32 Station Road Norton Stockton-on-Tees TS20 1NH
Mr Michael Perkins 116 Junction Road Norton Stockton-on-Tees TS20 1QB
Miss Alexandra Bowey 71 Station Road Norton Stockton-on-Tees TS20 1NN
Mr Sandra Hall 2 Fife Road Norton Stockton-on-Tees TS20 1EE
Mr Lewis Hall 2 Fife Road Norton Stockton-on-Tees TS20 1EE
Mrs Louise Scotchbrook 104 Junction Road Norton Stockton-on-Tees TS20 1QB
Marcus Vickers 1 Marquis Grove Norton Stockton-on-Tees TS20 1QQ
Mrs Karen Wilson 12D Junction Road Norton Stockton-on-Tees TS20 1PJ
Roger H Williams 8 Garforth Close Norton Stockton On Tees TS20 1TU
M.Chipchase 32 Whitfield Rd Norton Ts20 1pn
Mr Shaun Siberry 51 Junction Road Norton Stockton-on-Tees TS20 1PR
Mr Robin Thompson 17 Station Road Norton Stockton-on-Tees TS20 1EA
Mr Martyn Thorpe 65 Junction Road Norton Stockton-on-Tees TS20 1PR
Mr David Walker 15 Harpers Green Norton Stockton-on-Tees TS20 1UB
Mr Richard Bown 8A Lynmouth Road Norton Stockton-on-Tees TS20 1QA
Mr James Duffy 17 Kew Gardens Norton Stockton-on-Tees TS20 1QE
Miss S Lawson 29 Countisbury Road Norton Stockton-on-Tees TS20 1PY
Mr Gerald O Neill 54 Junction Road Norton Stockton-on-Tees TS20 1PW
Miss Jennifer Abbey 17 Whitfield Road Norton Stockton-on-Tees TS20 1PN
Ms Sue Pattison 26 Station Road Norton Stockton-on-Tees TS20 1NH
Mr Jeffrey Wrigglesworth 1 Ripley Road Norton Stockton-on-Tees TS20 1NX
Miss Karen Croft 30 Station Road Norton Stockton-on-Tees TS20 1NH
Mrs Susan Waller-Doyle 3 Berwick Grove Norton Stockton-on-Tees TS20 1NL
Mrs Gail Collin 12 Countisbury Road Norton Stockton-on-Tees TS20 1PZ
Mr William Keith Thompson 14 North Albert Road Norton Stockton-on-Tees TS20 1NU
Hilary & Alexander Vickers 1 Marquis Grove Norton Stockton-on-Tees TS20 1QQ
Gillian Jones 24 Rook Lane Norton Stockton On Tees TS20 1SB
Mr Graham Lafferty 15 Station Road Norton Stockton-on-Tees TS20 1EA
Emily Louise Walker 41 Whinflower Drive Stockton On Tees TS20 1TQ
Joanne Brightling 22 Fulthorpe Road Norton Stockton TS20 1ED
Mrs M L Dawes 77 Station Rd Norton TS20 1NN
David Johnson 6 Jameson Road Stockton On Tees TS20 1EF
Mr Patrick Chiam 35 Junction Road, Norton, TS20 1PR
Wendy Shepherd 4 Grantham Road Norton Stockton-On-Tees TS20 1PP
Mr Keith Bannister 12 Westminster Oval Norton Stockton-on-Tees TS20 1UX
Mr Martin Anderson 99 Junction Road Norton Stockton-on-Tees TS20 1PX
Mrs A Lanchester 4 Milner Road Norton Stockton-on-Tees TS20 1EG
Mrs Natalie West 18 North Albert Road Norton Stockton-on-Tees TS20 1NU
Anne-Marie Wilson 2 Sutherland Grove, Norton, Stockton-on-Tees, TS20 1NS
Mrs Marjorie Cook 79 Junction Road Norton Stockton-on-Tees TS20 1PU
Mr William Bradley 1 Syon Gardens Norton Stockton-on-Tees TS20 1QG
Clare Lawton 66 Junction Road Norton Stockton On Tees TS20 1PT
Mr Paul Jeffries 9 Dawn Close Norton Stockton-on-Tees TS20 1NQ
Mr Anthony Horrocks 4 Ashville Avenue Norton Stockton-on-Tees TS20 1PS
Mrs Diane Harker 26 Countisbury Road Norton Stockton-on-Tees TS20 1PZ
Mrs Patricia Marcus 1 Junction Road Norton Stockton-on-Tees TS20 1PH
Mrs Jacqueline Hammond 48 Junction Road Norton Stockton-on-Tees TS20 1PW
Dermot Hegarty 39 Countisbury Road Norton Stockton On Tees TS201PY
Dr Anne Jones 24 Countisbury Road Norton Stockton-on-Tees TS20 1PZ
Susan Latimer 1A Countisbury Road Norton Stockton-on-Tees TS20 1PY
Mrs Sandra Hall 2 Fife Road Norton Stockton-on-Tees TS20 1EE
Mr Chris Brien 30 Westminster Oval Norton Stockton-on-Tees TS20 1UX

Mr Mike Round 24 Whitfield Road Norton Stockton-on-Tees TS20 1PN
Mr Craig McCarrick 127 Junction Road Norton Stockton-on-Tees TS20 1PX
Keri Walker 41 Whinflower Drive Norton Stockton-on-Tees TS20 1TQ
Roger Cale 31 Junction Road Norton Stockton-on-Tees TS20 1PR
Beryl Lucas 10 Siskin Close Norton Stockton-on-Tees TS20 1SG
Mr Mark Joyce 10 Fulthorpe Road Norton Stockton-on-Tees TS20 1ED
Gerald O'Neill 54 Junction Road Norton Stockton-on-Tees TS20 1PW
Keith Malcolm 56 Junction Road Norton Stockton-on-Tees TS20 1PW
Ms Sharon Davison 6 Grantham Road Norton Stockton-on-Tees TS20 1PP
Olivia Brightling 22 Fulthorpe Road Norton Stockton TS20 1ED
Jayne Yellow and Mark Ewing 3 Grantham Road Norton TS20 1PP
Mrs P Morton 28 Station Road Norton TS20 1NH
Mrs Carrie Roberts 81 Junction Road Norton Stockton-on-Tees TS20 1PU
Mr Lee Robinson 48 Countisbury Road Norton Stockton-on-Tees TS20 1PZ
Graeme Banner and Angela McGuire 8 Brambling Close Norton Stockton on Tees TS201TX
Mrs J Mogie 12 Ripley Road, Norton, Stockton-on-Tees TS20 1NX
Brian and Kath Davis 18 Junction Road, Norton, Stockton-on –Tees TS20 1PL
Mr Russell Hammond 48 Junction Road, Norton, Stockton-on-Tees TS20 1PW
Mrs Rita Siberry 51 Junction Road, Norton, Stockton-on-Tees TS20 1PR
Mr Shaun Siberry 51 Junction Road, Norton, Stockton-on-Tees TS20 1PR
Mrs Margaret McDonald 105 Junction Road, Norton, Stockton-on-Tees TS20 1PX
Garry Walker 41 Whinflower Drive, Norton, Stockton-On-Tees, TS20 1TQ
Mr S Todd 10 Fife Road, Norton, Stockton-On-Tees TS20 1EE
Mrs P Todd 10 Fife Road, Norton, Stockton-On-Tees TS20 1EE
A Dunn 16 Fife Road Norton, Stockton-On-Tees TS20 1EE
Occupiers 12B Junction Road Norton, Stockton-On-Tees TS20 1PJ
R Perrin 36 Fulthorpe Road Norton, Stockton-On-Tees TS 20 1QH
K Askey 14 Fife Road, Norton Stockton on Tees TS20 1EE
Mr Ken Ryalls, 14 Fulthorpe Road, Norton, Stockton-on-Tees TS20 1ED

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

- Backland development
- Lack of consultation
- Out of keeping with character of area
- Overdevelopment
- Cramped
- High density
- Traffic congestion
- Inaccurate traffic survey
- Highway safety
- Increased traffic will lead to problems for emergency services and buses
- Increase in emissions
- The number of houses should be a maximum 40
- Overlooking
- Impact on privacy
- Devaluation of property
- Why does the entrance have to be on Junction Road?
- Former landfill site contains many and varied substances
- Loss of a community amenity
- Loss of Playing Field
- Loss of habitat
- Loss of high quality trees
- Impact on resident bat population
- Impact on air quality
- Noise

- Impact on ecology
- Inaccurate traffic survey
- Green space is less than one third
- Carcinogenic elements on the site
- Housing density is in excess of that approved by the Council
- Impact on public health during construction process
- More pressure on local services
- Originally when the Education Centre was being removed, there was re-assurance given that a community facility would be available
- Clarify if any future further developments on the site will be undertaken
- Persimmon is one of the lowest rated in relation to satisfaction
- The original plan for 40 houses increased to 100 houses
- Stockton BC's priority is maximising asset value to the detriment of the character of the surrounding area
- Stockton BC as planning and highway authority prioritise it's own financial pressures over the health of it's residents
- Static or slow moving traffic at peak times will increase the existing air quality issues
- It is incumbent on this generation to protect the environment for generations to come
- The site should be retained as open space
- The proposed open space and play equipment is insufficient
- The site is seriously contaminated
- Open space too small and badly designed
- No community centre as promised
- The scheme does not contribute to health and wellbeing
- Cramped and overcrowded estate
- Will create a series of rat runs
- The process has not been open and transparent
- This application should be deferred until after the adoption of new Local Plan or decided by the Minister, if it is to be decided ahead of adoption of Local Plan
- General increase in noise levels
- When the Education Centre was demolished provision of a community space was a condition for any future housing development
- Loss of light
- SUDS pond in the open space
- A more balanced mix of housing types is required
- Squeezing as much profit from the site as possible
- Demolition of education centre was made under false pretences - public information available at the time shows a plan for 40 dwellings when the council were actually planning up to 100 dwellings
- SBC don't take account the opinions of the local people.
- Only about generating cash for the Council
- Mud and dirt from a building site on to Junction Road would create a hazard to traffic
- Question SBC's integrity and transparency in this process
- The presence of noxious material, potentially allowing Asbestos fibres into the atmosphere if the soil is disturbed.
- Development that is visually ugly and will look out of character with the surrounding pattern of development.
- Vehicular impact on emergency services
- Local infrastructure and amenities already stretched
- No need for further housing
- Access is unsafe
- Impact on locally listed buildings
- Loss of playing field

PLANNING POLICY

12. 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.

The NPPF also has a number of core planning principles including conserving and enhancing natural environment and conserving heritage assets.

Local Planning Policy

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

Core Strategy Policy 1 (CS1) - The Spatial Strategy

1. The regeneration of Stockton will support the development of the Tees Valley City Region, as set out in Policies 6 and 10 of the Regional Spatial Strategy 4, acting as a focus for jobs, services and facilities to serve the wider area, and providing city-scale facilities consistent with its role as part of the Teesside conurbation. In general, new development will be located within the conurbation, to assist with reducing the need to travel.

2. Priority will be given to previously developed land in the Core Area to meet the Borough's housing requirement. Particular emphasis will be given to projects that will help to deliver the Stockton Middlesbrough Initiative and support Stockton Town Centre.

3. The remainder of housing development will be located elsewhere within the conurbation, with priority given to sites that support the regeneration of Stockton, Billingham and Thornaby. The role of Yarm as a historic town and a destination for more specialist shopping needs will be protected.

4. The completion of neighbourhood regeneration projects at Mandale, Hardwick and Parkfield will be supported, and work undertaken to identify further areas in need of housing market restructuring within and on the fringes of the Core Area.

5. In catering for rural housing needs, priority will be given to the provision of affordable housing in sustainable locations, to meet identified need. This will be provided through a rural exception site policy.

6. A range of employment sites will be provided throughout the Borough, both to support existing industries and to encourage new enterprises. Development will be concentrated in the conurbation, with emphasis on completing the development of existing industrial estates. The main exception to this will be safeguarding of land at Seal Sands and Billingham for expansion of chemical processing industries. Initiatives which support the rural economy and rural diversification will also be encouraged.

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

1. Accessibility will be improved and transport choice widened, by ensuring that all new development is well serviced by an attractive choice of transport modes, including public transport, footpaths and cycle routes, fully integrated into existing networks, to provide alternatives to the use of all private vehicles and promote healthier lifestyles.

2. All major development proposals that are likely to generate significant additional journeys will be accompanied by a Transport Assessment in accordance with the 'Guidance on Transport Assessment' (Department for Transport 2007) and the provisions of DfT Circular 02/2007, 'Planning and the Strategic Road Network', and a Travel Plan, in accordance with the Council's 'Travel Plan Frameworks: Guidance for Developers'. The Transport Assessment will need to demonstrate that the strategic road network will be no worse off as a result of development. Where the measures proposed in the Travel Plan will be insufficient to fully mitigate the impact of increased trip generation on the secondary highway network, infrastructure improvements will be required.

3. The number of parking spaces provided in new developments will be in accordance with standards set out in the Tees Valley Highway Design Guide.

Further guidance will be set out in a new Supplementary Planning Document.

4. Initiatives related to the improvement of public transport both within the Borough and within the Tees Valley sub-region will be promoted, including proposals for:

i) The Tees Valley Metro;

ii) The Core Route Corridors proposed within the Tees Valley Bus Network Improvement Scheme;

iii) Improved interchange facilities at the existing stations of Thornaby and Eaglescliffe, including the introduction or expansion of park and ride facilities on adjacent sites; and

iv) Pedestrian and cycle routes linking the communities in the south of the Borough, together with other necessary sustainable transport infrastructure.

5. Improvements to the road network will be required, as follows:

i) In the vicinity of Stockton, Billingham and Thornaby town centres, to support the regeneration of these areas;

ii) To the east of Billingham (the East Billingham Transport Corridor) to remove heavy goods vehicles from residential areas;

iii) Across the Borough, to support regeneration proposals, including the Stockton Middlesbrough Initiative and to improve access within and beyond the City Region; and

iv) To support sustainable development in Ingleby Barwick.

6. The Tees Valley Demand Management Framework will be supported through the restriction of long stay parking provision in town centres.

7. The retention of essential infrastructure that will facilitate sustainable passenger and freight movements by rail and water will be supported.

8. This transport strategy will be underpinned by partnership working with the Highways Agency, Network Rail, other public transport providers, the Port Authority, and neighbouring Local Authorities to improve accessibility within and beyond the Borough, to develop a sustainable

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

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

2. All new non-residential developments will be completed to a Building Research Establishment Environmental Assessment Method (BREEAM) of `very good' up to 2013 and thereafter a minimum rating of `excellent'.

3. The minimum carbon reduction targets will remain in line with Part L of the Building Regulations, achieving carbon neutral domestic properties by 2016, and non domestic properties by 2019, although it is expected that developers will aspire to meet targets prior to these dates.

4. To meet carbon reduction targets, energy efficiency measures should be embedded in all new buildings. If this is not possible, or the targets are not met, then on-site district renewable and low carbon energy schemes will be used. Where it can be demonstrated that neither of these options is suitable, micro renewable, micro carbon energy technologies or a contribution towards an off-site renewable energy scheme will be considered.

5. For all major developments, including residential developments comprising 10 or more units, and non-residential developments exceeding 1000 square metres gross floor space, at least 10% of total predicted energy requirements will be provided, on site, from renewable energy sources.

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

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

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

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

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

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

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

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

Core Strategy Policy 6 (CS6) - Community Facilities

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

2. Opportunities to widen the Borough's cultural, sport, recreation and leisure offer, particularly within the river corridor, at the Tees Barrage and within the Green Blue Heart, will be supported.

3. The quantity and quality of open space, sport and recreation facilities throughout the Borough will be protected and enhanced. Guidance on standards will be set out as part of the Open Space, Recreation and Landscaping Supplementary Planning Document.

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

1. Sustainable residential communities will be created by requiring developers to provide a mix and balance of good quality housing of all types and tenure in line with the Strategic Housing Market Assessment (incorporating the 2008 Local Housing Assessment update).

2. A more balanced mix of housing types will be required. In particular:

- Proposals for 2 and 3-bedroomed bungalows will be supported throughout the Borough;
- Executive housing will be supported as part of housing schemes offering a range of housing types, particularly in Eaglescliffe;
- In the Core Area, the focus will be on town houses and other high density properties.

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

4. The average annual target for the delivery of affordable housing is 100 affordable homes per year to 2016, 90 affordable homes per year for the period 2016 to 2021 and 80 affordable homes per year for the period 2021 to 2024. These targets are minimums, not ceilings.

5. Affordable housing provision within a target range of 15-20% will be required on schemes of 15 dwellings or more and on development sites of 0.5 hectares or more. Affordable housing provision at a rate lower than the standard target will only be acceptable where robust justification is provided. This must demonstrate that provision at the standard target would make the development economically unviable.

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

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

8. Where a development site is sub-divided into separate development parcels below the affordable housing threshold, the developer will be required to make a proportionate affordable housing contribution.

9. The requirement for affordable housing in the rural parts of the Borough will be identified through detailed assessments of rural housing need. The requirement will be met through the delivery of a 'rural exception' site or sites for people in identified housing need with a local connection. These homes will be affordable in perpetuity.

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

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

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

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

Core Strategy Policy 10 (CS10) Environmental Protection and Enhancement

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

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

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

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

ii) Green wedges within the conurbation, including:

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

iii) Urban open space and play space.

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

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

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

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

i) Haverton Hill and Seal Sands corridor, as an important gateway to the Teesmouth National Nature Reserve and Saltholme RSPB Nature Reserve;

ii) Tees Heritage Park.

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

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

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

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

Core Strategy Policy 11 (CS11) - Planning Obligations

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

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

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

Saved Policy HO3

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

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

MATERIAL PLANNING CONSIDERATIONS

14. The main material planning considerations of this application are whether it satisfies the requirements of National and Local Plan Policies, the impact of the proposed development on the locality in terms of residential amenity, vehicular access and traffic impact and highway safety, flood risk, ecology and nature conservation, air quality and land contamination and other material considerations.

Principle of residential development

15. The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied. The two elements of the NPPF which are of most relevance to this application are:

Housing applications should be considered in the context of the presumption in favour of sustainable development.

Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:

- an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or
- the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or

-the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.

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

18. Given the presumption in favour of development within the NPPF, the need for housing, this site being in a sustainable location, the principle of residential development is considered to be acceptable.

19. Core Strategy Policy CS6 seeks to protect and enhance open space, sport and recreation facilities in the Borough. Whilst the proposal will result in the loss of open space, sport and recreation facility, a key consideration is the Stockton-on-Tees Playing Pitch Strategy (PPS). The building block of the PPS is a migration to artificial grass pitches (AGPs) which aligns with the Sport England and Football Association Parklife programme which aims to create a sustainable model for football facilities based around artificial grass pitches on hub sites. The Council acknowledge the importance of AGP provision and will prepare a Local Football Facilities Plan (LFFP) with Sport England and the Football Association. Through the LFFP the optimal location for additional AGP provision will be identified, along with changes to how junior football is played in the area. The Council have committed to providing replacement provision in the form of a full-sized floodlit AGP which will form replacement provision for the loss of playing fields at this site.

20. Sport England has considered the application in the light of its playing fields policy and states that in comparison to the existing playing field the proposed AGP will be the subject of arrangements which formally secure public access and sporting use. On balance therefore, whilst the suggested replacement provision does not comply with playing field policy exception E4, Sport England accepts that it is likely to be of greater sporting benefit than the playing field it replaces. On this basis, Sport England wishes to withdraw its objection.

The Impact upon the Privacy and Amenity of Neighbouring Residents.

21. The dwellings themselves consist of a range of house types and the proposed layout has been designed to ensure that adequate distances are met. Separation distance are in excess of the Council's minimum standards which will ensure the development does not give rise to a significant impact on privacy, outlook or overshadowing on the amenity of the occupants of the existing properties in the surrounding area.

22. The mix gives a wide variety of accommodation (including the agreed amount of affordable housing) and the internal arrangements together with the positioning of window openings have been designed to minimise any overlooking. 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.

23. The engineering of the site introduces a new SUDS pond to assist with the attenuation of the surface and ground water run-off, in the interests of not surcharging the local surface water drainage. The detailed design of the SUDS basin and surface water management is the subject of a planning condition.

24. Existing key landscape features within the site and to the boundaries, have been largely retained particularly along the site frontages with Junction Road and Fife Road and where trees are recommended for removal guided by the Arboricultural Impact Assessment replacement planting as part of the wider landscape proposals has been put forward to compensate for any loss. The development also proposes an area of public open space and greenspace including an equipped play area which provides opportunities for play to the younger children. This provision exceeds the level usually required for a development of this size.

25. The wider area is characterised by a variety of dwelling types built at different times and in a variety of size and style with no predominant vernacular. The proposed housing incorporates traditional building materials such as red and buff bricks with grey and red roof tiles with a mix of gable and pitched roofs, artstone cils and chimneys on focal buildings to draw upon design elements present in the surrounding area. A number of 2.5 storey house types feature within the proposed development but are generally located centrally within the scheme to avoid any overlooking. The proposed dwellings fronting Junction Road have been set back from the highway to retain the existing landscape treatment and follow the existing building line. The National Planning Policy Framework is focused on achieving sustainable development and making effective use of land and it is considered that the form, density, layout, open space and landscaping and the nature and scale of the development is considered appropriate for the area taking into account the surrounding character and residential context. The site is also considered to be in a sustainable location within walking distance of a bus route with local schools and services in the area.

26. Full consideration has been given to the impact of the proposal on heritage assets in the vicinity of the site and it is not considered that the application will adversely affect any locally listed buildings and their conservation is not impacted by this proposal.

27. External consultees have also confirmed that they are satisfied with the proposal and raise no objections.

28. Overall it is considered, the proposed development of the site would not affect amenity or privacy of adjacent properties to a degree which would be unacceptable and warrant refusal of the application.

Impacts on Ecology & Biodiversity

29. The submission has included a Preliminary Ecological Appraisal which considers the impact of the development on ecology and assessed the site as comprising an area of amenity grassland with scattered trees and scrub around the periphery. An area of hard standing and ephemeral vegetation is located within its north western extent, where a building has been previously demolished. The onsite habitats are considered to be low value for foraging bats and likely to be low value for birds given the lack of nesting opportunities. Overall the majority of the site is considered to be of low habitat value with trees and scrub of local value.

30. It is considered that the submitted report has demonstrated that work can be undertaken without having a detrimental impact on Ecology or Biodiversity subject to the implementation of the recommendations as detailed in the submitted ecology report, which can be conditioned should the application be approved. The mitigation and enhancements include bird boxes and bat roosting provision, lighting kept to a low lumen and directed away from adjacent vegetation and appropriate landscape treatment.

Flood Risk, Air Quality and Contaminated Land

31. 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.

32. In terms of air quality the Environmental Health Manager has examined the proposal with regards to air quality considerations and has found no grounds for objection in principle to the development and states that the Council has monitored air quality and submitted an annual report on air quality to DEFRA which has demonstrated national air quality objectives are complied with throughout the Borough. These reports have been assessed by DEFRA as representative of local air quality, and the proposal in question would not suggest the levels of associated traffic which would cause such an issue to arise.

33. 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 matter subject to appropriate controlling conditions. The historic data along with reports submitted in relation to this application have been carefully reviewed and considered and the Environmental Health Unit are satisfied with the level and extent of investigation and assessment and going forward, remedial measures have been agreed regarding cover systems and gas control measures. At the eastern side of the site, there have been some objection comments re Ground Conditions and that the site was a former domestic landfill, this is incorrect and Phase 2 investigations have proven that the gravel pit has been backfilled with granular material which appear of inert nature not that of putrescible waste associated with domestic landfill. Furthermore the Council's Land Contamination Officer will be overseeing the remediation and validation of this site as it progresses.

Other Matters

34. In respect of archaeology there are no known archaeological interest at the site and Tees Archaeology has no objection to the proposal subject to an appropriate controlling condition.

35. 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.

36. The retention of a number of existing trees 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 environmental assets including hedges and trees.

37. 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. The housing mix reflects both market conditions and an identified need within the Borough for smaller 2 and 3 bedroom properties.

38. 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 Council is currently the owner of the land therefore a section 106 agreement cannot be entered into however the requirement for a precautionary contribution to education provision and highway mitigation works will be dealt with as part of the sale process with the applicant being required to enter into an agreement with the council prior to the permission being granted.

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

40. In terms of noise and disturbance from construction works, problems arising from the construction period of any works, e.g. noise, dust, construction vehicles, are covered by Control of Pollution Acts, are temporary in nature, and, in the absence of extraordinary sensitivity issues of neighbouring facilities, are not material planning considerations. Concerns relating to the impact of construction traffic and building works to the foundations of older properties in the area are factors that cannot be normally considered to be material considerations for planning purposes without substantiated evidence of risk of damage to listed buildings, for example. The developer is responsible for ensuring the construction methods do not cause damage to neighbouring land or property. This would be a civil matter. Conditions are recommended covering working hours and a Construction Management Plan to be submitted and approved.

41. Comments have been made concerning the land sale and the manner in which this has been conducted. This is not a material planning consideration.

42. Comments have been made in respect of the parcel of land and potential community centre. In response it must be noted that this is a standalone proposal which must be considered on its own merits.

44. In terms of comments with regards to the change in allocation on this site from 40 dwellings in 2015 to 100 dwellings in 2017, it should be noted that the Strategic Housing Land Availability Assessment (SHLAA) is a technical study that comprises part of the evidence base for the emerging Local Plan. The SHLAA identifies sites with potential for housing development within the Borough through assessing their potential suitability for development, and the likelihood of development coming forward (availability and achievability). The SHLAA is not a planning policy document and is not part of the development plan. It is a technical report based on information available at the time. The previous iteration of the SHLAA was undertaken as part of the then draft Regeneration & Environment Local Plan (RELP) – this document was never finalised. At that time the number of dwellings included was based on an indicative allocation utilising the old building footprint and associated car park. The increased number simply takes account of further land as referenced when the site was earmarked for disposal by the Council. The SHLAA should be reviewed regularly and the allocation including 100 dwellings was included in the draft Local Plan that was approved for consultation by the Council in November 2016 and was subsequently consulted on with the public between November 2016 and January 2017. It should also be noted that the SHLAA is not itself determinative of whether planning permission should to be refused or granted and a more detailed assessment of the impact of the development would always be undertaken following the submission of a formal planning application and this assessment has been duly undertaken.

Means of Access, Parking and Traffic Issues

45. 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.

46. The applicant has submitted a Transport Assessment (TA) and site layout plan in support of the proposed development.

47. The impact of the proposed development on the highway network has been assessed and it is considered that, with suitable mitigation, it cannot be demonstrated, within the context of NPPF, that the residual cumulative impact of the proposed development on the highways network would be severe. Therefore the highways impact of the proposed development, with suitable mitigation, is considered to be acceptable.

48. The main access into the proposed development, which would take the form of a simple T junction and would serve 91 properties, would be located on Junction Road. A second minor access, to a private drive serving 5 properties, would also be taken from Junction Road. The access arrangements as proposed are considered to be acceptable.

49. The site is also within walking distance of amenities on Norton High Street and the existing public transport and pedestrian connections make the site accessible by sustainable modes and a Travel Plan, which promotes the use of these alternative modes of travel, should be secured by condition.

50. 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

51. 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.

52. 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.

53. 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 Norton West

Ward Councillor(s) Councillor David Wilburn

Ward Councillor(s) Councillor Norma Wilburn

IMPLICATIONS

Financial Implications:

The sale of the council owned land is subject to the granting of planning permission, although not necessarily the current application.

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