

DELEGATED

**AGENDA NO
PLANNING COMMITTEE**

31 JULY 2019

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

18/0195/OUT

**Land Adjacent To Low Lane And Thornaby Road, Thornaby, Stockton On Tees
Residential Development comprising up to 200 homes and including provision of a
Neighbourhood Centre, Multi-Cultural Centre, Primary School, Open Space and Means of
Access**

Expiry Date

SUMMARY

The application site itself has been subject to an earlier outline planning application for up to 550 homes (ref; 14/0208/OUT) but was replaced but a smaller scheme for 200 dwellings following the appeal against the first scheme being withdrawn. In addition various neighbouring sites have also been given planning approval for housing development including sites to the immediate west (Tiviot Way), south (Lowfield Farm) and on the opposite side of Low Lane (Returnable Packing). The overall context of the surrounding area is therefore one which is changing to residential.

Following the adoption of the Local Plan, the application site is now in effect one of four sites which would create one large housing site to the south of the existing settlement of Ingleby Barwick (see appendix 1), these form the IB3 housing commitment within the Local plan.

This proposal was originally submitted prior to the adoption of the Local Plan and originally sought consent for 400 dwellings across a larger site. However, following the adoption of the Local Plan it was revised and now seeks outline planning permission for a residential development of up to 200 homes. The proposal also includes the means of access, allows for community facilities including neighbourhood centre, community centre and open space. All matters except for the means of access are reserved for future consideration.

Neighbours have been notified and wider publicity has been given via a press advert and site notice. A total of 34 objections, 1 letter of representation and 1 letter of support have been received and these are summarised within the main report below.

As above, under the new local plan the site is shown as a housing commitment under policy H1(2) as part of a wider consent for housing development (site IB3), which reflects its previous outline approval. The proposal will also need to provide a mix of housing, although these details will not be known until the reserved matters stage.

Whilst it is noted that there are some shortcomings of the site with respect to an 'accessible' connection to the wider area, sufficient facilities are provided within the development to serve future residents and meet an element of their day-to-day needs. The provision of these facilities also make it materially different from the previous consent for 200 dwellings. In considering all of these factors and given the access to other community facilities on the site, the 'sustainability' of

this site is not considered to be substantially different from other areas of Ingleby Barwick or neighbouring housing developments and therefore this site is considered to be a sustainable location to support a housing development.

In all other respects the site can satisfactorily accommodate a residential scheme and does not impact significantly on significant highway safety or traffic impacts. Planning conditions and planning obligations are recommended to control any outstanding issues although some aspects will fall to the reserved matters application for future consideration.

RECOMMENDATION

That planning application 18/0195/OUT be approved subject to the following conditions and informative and subject to the applicant entering into a Section 106 Agreement in accordance with the Heads of Terms below;

Approved plans;

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

	Date on Plan
Plan Reference Number	
LTP-2691-TS-06-01-B	23 May 2019
5755_200	26 January 2018
5755_201_C	5 February 2019

Reason: To define the consent.

Reserved matters;

02 Details of the appearance, landscaping, layout, and scale of each phase of the development (hereinafter called the reserved matters) shall be submitted to and approved in writing by the local planning authority before development of the phase concerned begins, and the development shall be carried out as approved.

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

Time limit for submission of the reserved matters;

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

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

Time limit for commencement;

04 The development hereby permitted shall begin no later than two years from the date of approval of the last of the reserved matters to be approved.

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

Phasing programme;

05 No development shall take place until a Phasing Programme for the development hereby permitted has been submitted to and approved in writing by the local planning authority. This shall identify the phasing of infrastructure, landscaping, public open space (in accordance with the Open Space Strategy), accesses, associated community facilities and residential areas within the development

permitted herein. Development shall be carried out in accordance with the approved Phasing Programme.

Reason: To ensure the co-ordinated progression of the development and the provision of the relevant infrastructure to each individual phase.

Open Space Strategy:

- 06 No development shall take place until an open space strategy has been submitted to and approved in writing by the Local Planning Authority. This shall identify the extent, location, phasing and design of public open space within the development permitted herein. Development shall be carried out in accordance with the approved open space strategy.

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

Dwelling numbers:

- 07 The total number of dwellings authorised by this permission shall not exceed 200

Reason: To ensure a satisfactory form of development.

Energy efficiency:

- 08 No development shall take place until an Energy Statement identifying the predicted energy consumption and associated CO2 emissions of the development and detailing how the housing in that particular phase of the development will achieve a 10% reduction in CO2 emissions over and above current building regulations through the energy hierarchy has been submitted to and been approved in writing by the Local Planning Authority. Where this is not achieved, it must be demonstrated that at least 10% of the total predicted energy requirements of the development must be provided from renewable energy sources either on site or in the locality of the development. Thereafter the development shall be carried out in full accordance with the approved details.

Reason: In order to minimise energy consumption in accordance with Stockton-on-Tees Adopted Local Plan policy ENV1.

Construction Method Statement:

- 09 No development shall take place until a Construction Method Statement (CMS) has been submitted to, and approved in writing by, the local planning authority relevant to that element of the development hereby approved. The approved CMS shall be adhered to throughout the construction period relating to that element of the development and shall provide details of:
- i. Construction access;
 - ii. Parking of vehicles of site operatives and visitors;
 - iii. Loading and unloading of plant and materials;
 - iv. Storage of plant and materials used in constructing the development;
 - v. The erection and maintenance of security hoarding including decorative displays and facilities to public viewing, where appropriate;
 - vi. Wheel washing facilities; measures to control and monitor the omission of dust and dirt during construction;
 - vii. A Site Waste Management Plan;
 - viii. Details of the routing of associated HGVs;
 - ix. Measures to protect existing footpaths and verges; and a means of communication with local residents.

Reason: In the interests of highway safety and the occupiers of adjacent and nearby premises

- 10** **Construction activity:**
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.

- 11** **Ecological Survey:**
No development in a particular phase shall take place until a timetable for the implementation of the ecological mitigation measures within that phase as set out within the submitted Ecological Impact Assessment (Naturally Wild, January 2018) has been submitted to and been approved in writing by the local planning authority. The ecological mitigation measures shall be implemented in accordance with the approved timetable.

Reason: To conserve protected species and their habitat

- 12** **Restrictions on retail provision**
Notwithstanding the information submitted as part of the application the neighbourhood centre (including the community centre) and any associated landscaping and parking provision shall not exceed a total site area of 0.3 hectares. The maximum net retail floor space of any retail unit shall also not exceed 280sqm.

Reason: In the interests of protecting the vitality and viability of the surrounding retail centres.

- 13** **Noise protection – traffic and commercial noise**
No development shall take place on any particular phase until a scheme for the protection of habitable rooms within the dwellings on that phase from the effects of traffic noise and neighbouring commercial uses has been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details and retained as such thereafter

Reason: To protect the amenity of the occupants of the dwellings from excessive traffic noise.

- 14** **Drainage**
Development shall not commence until a detailed scheme for the disposal of foul and surface water from the development hereby approved has been submitted to and approved in writing by the Local Planning Authority. Such details shall be in accordance with the submitted "Flood Risk Assessment and Surface Water Management Strategy" and include;
- a) Detailed design of the foul water management system**
 - b) Detailed design of the surface water management system**
 - c) A build program and timetable for the provision of the critical surface water drainage infrastructure**
 - d) A management plan detailing how surface water runoff from the site will be managed during construction phase**
 - e) The arrangements for the future maintenance and management of the SuDS elements of the surface water system, including:**

- I. Identification of those areas to be adopted and
- II. Arrangements to secure the future operation of the system throughout its lifetime

Thereafter the development shall take place in accordance with the approved details.

Reason; To ensure that satisfactory drainage is provided and to prevent the increased risk of flooding from any sources in accordance with the NPPF.

Unexpected land contamination

- 15 If during the course of development of any particular phase of the development, contamination not previously identified is found to be present, then no further development on that phase shall be carried out until the developer has submitted to, 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 carried out as approved.

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

INFORMATIVE OF REASON FOR PLANNING APPROVAL

Informative: Working Practices

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

HEADS OF TERMS

- Provision of access to serve the development
- Provision of 20% affordable housing
- To dedicate a parcel of land (0.8 ha) on the western boundary for the purposes of a primary school
- A contribution towards secondary education provision in line with the Council formula
- Provision for a scheme for open space and its future management
- Provision of a footway access to Thornaby Road;
- Provision of a footway access to Low Lane
- Provision of a footway to Bassleton Beck woods linking to Chalfield Close and Beckfields Avenue
- Provision of a Travel Plan and associated incentives

BACKGROUND

1. In more recent times the area surrounding the application site has been subject to a number of planning applications which have sought and obtained planning permissions for residential development, in effect these form four sites which create one large housing site to the south of the existing settlement of Ingleby Barwick (see appendix 1) and which now are all identified as a housing commitment within the Local plan.
2. In addition various neighbouring sites have also been given planning approval for housing development including sites to the immediate west (Tiviot Way), south (Lowfield Farm) and on the opposite side of Low Lane (Returnable Packing). The overall context of the surrounding area is therefore one which is changing to residential. Those sites are also those which form part of the housing commitments of the Local Plan.

3. The application site itself has been subject to an earlier outline planning application for up to 550 homes (ref; 14/0208/OUT) but was replaced but a smaller scheme for 200 dwellings following the appeal against the first scheme being withdrawn. This revised development was allowed at appeal.

SITE AND SURROUNDINGS

4. The application site lies to the south-east of Ingleby Barwick on the corner of Thornaby Road and Low Lane. The site is presently used for agricultural purposes and has a highway verge adjacent to the eastern and southern boundaries. Advance planting works have also taken place on the site and this forms the eastern landscape buffer for the site. These have been substantially increased since the previous appeal hearing and are already starting to form a visible buffer on site.
5. To the north of the application site lies Basselton Beck and an area of woodland, with the residential properties of Thornington Gardens and Chalfield Close beyond. To the east lies Thornaby Industrial Estate, whilst to the south lies Low Lane and a small group of commercial buildings including car showroom and public house. To the west of the site, lies a further area of land which form part of a housing commitment under the local plan.

PROPOSAL

6. This application originally sought consent for 400 dwellings across a larger site. However, following the adoption of the Local Plan it was revised and now seeks outline planning permission for a residential development of up to 200 homes. The proposal also includes the means of access from Low Lane, allows for community facilities including neighbourhood centre, community centre and open space. All matters except for the means of access are reserved for future consideration.

CONSULTATIONS

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

Ingleby Barwick Town Council – note that primary school provision is included but comment that secondary school provision has not be met and query both the catchment area and whether there is sufficient capacity in the area.

Maltby Parish Council – it is the opinion of this council and the overwhelming majority of the residents of Maltby village that planning applications passed by Stockton Borough Council, do not take into account the views of ordinary council tax payers or the impact any development will have on the local area and its residents especially at the speed and density at which developments are taking place in Little Maltby.

Concerns are also raised in respect of impact on traffic; increased risk of traffic accidents; and, loss of strategic gap causing Maltby to lose its historical heritage and identity.

Highways Transport & Design Manager - The Highways, Transport and Design Manager recognises that the site benefits from an extant planning consent and a Local Plan allocation but is concerned that this revised application removes essential highway infrastructure agreed at the award of planning permission at Appeal.

These concerns along with other design matters than require further consideration must be acknowledged in any reserved matters application. These concerns are set out below and expanded on in the detailed comments:

- o The proposed adoptable highway land under s38 of the Highways Act must as show on the indicative masterplan be continued up to the redline of the application site to enable future highway connections with the adjacent extant housing permission at Little Maltby Farm;
- o The indicative masterplan proposes that in the absence of an adoptable through road between this application site and that of the adjacent development at Little Maltby Farm two separate access to the primary school would be provided. This proposal is unacceptable to the Highway, Transport and Design Manager;
- o The change from a sustainable foot and cycle bridge connection from the application site to the existing villages within Ingleby Barwick to recreational route type connection;
- o Changes to the green Infrastructure that would result in a reduction in the qualitative standards of Public Open Space (POS) provision.

Full and detailed comments are included within the appendices of this report

SBC Housing Services Manager - We note from the Design & access statement that the developer to proposes discuss and agree the number of affordable units to be provided within the site. I can therefore advise that based on a market scheme of 200 units, 40 affordable units equates to 20%, which is acceptable as it is in line with the need identified in the SHMA 2016 and would be compliant with Policy H4

#

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.

Tenure for the above would then be split as follows:

No. of units	Size	Tenure
15 Units	2 bed	11 Rented 4 Intermediate Tenure
20 units	3 bed	14 Rented 6 Intermediate Tenure
5 units	4 bed	3 Rented 2 Intermediate Tenure

SBC Care For Your Area – seek that during construction wheel wash facilities are provided for every exit point on the development and that a road sweeper is provided to prevent mud/debris being transferred to the highway.

SBC Principal Environment Officer – the applicant will be required to submit an Energy Statement identifying the predicted energy consumption and associated CO2 emissions of the development, and provide details of the fabric U-values for the proposed buildings in order to demonstrate compliance with Part L (2013) building regulations. The Energy Statement also needs to identify how the predicted CO2 emissions of the development will be reduced by at least 10% over and above what is required to comply with Part L (2013) building regulations, through the use of onsite renewable energy equipment and/or design efficiencies. Such matters need to be controlled via an appropriate planning condition.

Environmental Health Unit - agree with the finding of the noise report based upon the road assessment and the predicted noise levels affecting the properties from the road. I would request that the mitigation measures discussed within the report i.e. tickle vents, orientation of properties and acoustic barriers around gardens are all used as suggested within the report.

I do however not agree with the BS4142 assessment which has not been carried out for the hours of 23:00- 07:00. Environmental Health are aware of units on the nearby Industrial Estate which operate outside the hours of 0700-2300 and as such we would still request a full BS4142 report to be done to cover this. This can be conditioned and should inform the reserved matters.

Durham County Badger Group - This proposed development strictly lies outside DCBG area of interest i.e. it lies south of the R Tees. However, it is clear from the EclA document that the development site may be located within an area that supports a badger community and is therefore worthy of detailed consideration.

DCBG support the recommendation in the EclA document (p18 of 27) that a further badger survey is carried out immediately prior to work starting on the site. DCBG would be happy to comment on the conclusions drawn from the subsequent badger survey on and around the development site.

Teesmouth Bird Club - We largely agree with the findings of the survey report of the applicant's ecology consultant. Further, their recommendations for biodiversity and mitigation should be an integral part of the conditions, should permission be granted. Further, we suggest that the present design of houses with small gardens, leaves little opportunity for biodiversity in the built environment. There should be a drive to use vertical surfaces as substrates for biodiversity. These should involve appropriately sited cavities for bird and bat species. The technology for installing such structures, during the build, is well documented.

We note there is a large area to the west of the housing and east of A1044. This area should be regarded as integral with the existing Green Wedge designation. There is a wide scope for imaginative habitat creation here as well as small water bodies, unrelated to the SuDS currently proposed further to the west on farm land.

The strip of grassland between the A1044 and the present field fencing is a popular site for "informal" horse grazing. The plan shows this to be part of the development and one would assume it would be included within any boundary fence to be erected by the developer along the site's periphery? If this becomes the case, the developer should be made aware these "graziers" are very persistent. They have no compunction in the destruction of fences to gain access. Such behaviour would be destructive to any planting and the developer should be required to ensure such practices do not become established.

Tees Archaeology – The site of the proposed development has previously been subject to an archaeological desk based assessment and trial trenching which has established that the site has low archaeological potential, and no objections are raised.

Highway England – No objection

Cleveland Police – seek further consultation when further details are available to ensure that crime prevention and community safety are taken in to account.

Northumbrian Water - have no issues to raise with the application, provided the application is approved and carried out within strict accordance with the submitted document entitled "Flood Risk Assessment And Surface Water Management Strategy". In this document it states the

foul flows shall discharge to a foul sewer via manhole 7802, whilst the surface water shall discharge directly to the watercourse. We would therefore request that the following condition be attached to any planning approval, so that the development is implemented in accordance with this document:

CONDITION: Development shall be implemented in line with the drainage scheme contained within the submitted document entitled "Flood Risk Assessment And Surface Water Management Strategy" dated "December 2017". The drainage scheme shall ensure that foul flows discharge to the foul sewer at manhole 7802, located in William Crossthwaite Avenue, and ensure that surface water discharges to the existing watercourse.

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

Northern Gas Networks – object to the application on the grounds that the protection given to our plant may be diminished by the works to be carried out. There are specific building proximity distances for individual pipelines, which are dependent on pre-defined risk levels and the type of development.

Natural England – No objection

Forestry Commission – As a Non Ministerial Government Department, we provide no opinion supporting or objecting to an application. Rather we are including information on the potential impact that the proposed development would have on the ancient woodland. It is Government policy to refuse development that will result in the loss or deterioration of irreplaceable habitats including ancient woodland, unless "there are wholly exceptional reasons and a suitable compensation strategy exists" (National Planning Policy Framework paragraph 175).

These comments are based upon information available to us through a desk study of the case, including the Ancient Woodland Inventory (maintained by Natural England), which can be viewed on the MAGIC Map Browser, and our general local knowledge of the area.

If the planning authority takes the decision to approve this application, we may be able to give further support in developing appropriate conditions in relation to woodland management mitigation or compensation measures. Please note however that the Standing Advice states that

"Ancient woodland, ancient trees and veteran trees are irreplaceable. Consequently you should not consider proposed compensation measures as part of your assessment of the merits of the development proposal."

We suggest that you take regard of any points provided by Natural England about the biodiversity of the woodland.

PUBLICITY

8. Neighbours were notified and wider publicity given to the site via a press advert and site notice. A total of 34 objections, 1 letter of representation and 1 letter of support have been received and those comments received are set out below (in summary)

Objection comments

- Loss of green belt/green wedge/strategic gap
- Over-development of site
- Brings Ingleby Barwick closer to Maltby and encroaches on Maltby village
- Will significantly increase traffic and exacerbate the existing safety problems on Low Lane/High Lane/Thornaby Road

- Will bring a new junction close to the Maltby High Lane spur
- Extending roadway into neighbouring Manor Gardens development will create a 'rat run'
- Impact on existing social infrastructure i.e. schools, doctors, green space
- A habitat and conservation management plan should be conditioned
- Question need for footpath link to Beckfields along with other community facilities
- Sufficient properties for sale in the area
- Will increase anti-social behaviour and affect security of properties
- Impact on wildlife
- Mis-advice/selling from housebuilder
- Reduction in numbers from 400 to 200 does not address earlier concerns

1. Mrs Anita Gibson - Maltby House High Lane, Maltby
2. Mrs Glynis Daniels – Lea Close, High Lane, Maltby
3. Julie Scott – Meadowfield, High Lane, Maltby
4. Mrs J Casson - 2 Willows Avenue Maltby
5. Mr Rob Gallacher, - 8 Regency Park Ingleby Barwick
6. Mrs Katia Lightfoot - 18 Regency Park Ingleby Barwick
7. David Kitchen - 19 Regency Park Ingleby Barwick
8. Mrs Christine Nicholson - 21 Regency Park Ingleby Barwick
9. Mrs Emma Scott - 8 Wellbrook Close Ingleby Barwick
10. Jane Allen - 9 Stainforth Gardens Ingleby Barwick
11. Mr Mark Major - 10 Melandra Road Ingleby Barwick
12. Mr Chris Burnett - 8 Hidcote Gardens Ingleby Barwick
13. Mr Mark Smith - 11 Melandra Road Ingleby Barwick
14. Mrs Lindsay Corby - 9 Melandra Road Ingleby Barwick
15. Mrs Sheila O'Regan - 1 Melandra Road Ingleby Barwick
16. Mr Darren Nixon - 3 Gateholm Close Ingleby Barwick
17. Ms Adele Newton - 8 Melandra Road Ingleby Barwick
18. Mrs Donna Major - 10 Melandra Road Ingleby Barwick
19. Mrs Charlotte Strange - 14 Melandra Road Ingleby Barwick
20. Mrs Eileen Metcalfe - 12 Coria Close Ingleby Barwick
21. Mrs Jeanette Irvine - 4 High Cross Road Ingleby Barwick
22. Mrs Elaine Mockler - 12 Regency Park Ingleby Barwick
23. Mr Daniel Strange - 14 Melandra Road Ingleby Barwick
24. Mrs J Hornby - 35 Felbrigg Lane Ingleby Barwick
25. Mrs Jayne Edon - 10 Bramfield Way Ingleby Barwick
26. Mr Brian Lewis - 5 Beech Grove Maltby
27. W Feldon - 1 Barberry Close Ingleby Barwick
28. Mrs Emma Kelly - 16 Holystone Drive Ingleby Barwick
29. Colin and Christine Algie - 6 Pennyman Green Maltby
30. Mrs Robinson - 5 Pennyman Green Maltby
31. Anne Duffus - 12 Pennyman Green Maltby
32. Mr and Mrs McBride - Fairhaven High Lane, Maltby
33. Mr Paul Watson and Miss Lauren Gibson - Inishannon High Lane, Maltby
34. Mrs Sophie Haste - 33 Uray Nook Road Eaglescliffe

Representation comments:

- opportunity to extend and improve the existing facilities of the cricket club

1. Mr Chris Francis - Francis Park Low Lane

Support comments:

- Offer support for multi faith centre

- Would allow groups to meet and share their ideas of faith and allow interaction with the rest of the community
- Site has approval and must now look to achieve the best form of development for the community

A pro forma letter has been received from the following persons, as set out within the scheme of delegation this constitutes only 1 letter of support

1. Aslam Hanif MBE - 2 Frocester Court Ingleby Barwick
M Ghafoor - 3 Farm Lane Ingleby Barwick
Imran Ghafoor - 10 Farm Lane Ingleby Barwick
Adnan and Khizar Ghafoor - 1 Farm Lane Ingleby Barwick
Mrs B Sadiq - 8 Dunkery Close Ingleby Barwick

PLANNING POLICY

9. 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 Stockton on Tees Borough Council Local Plan 2019.
10. Section 143 of the Localism Act came into force on the 15 January 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 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

11. The purpose of the planning system is to contribute to the achievement of sustainable development. Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways. These are economic, social and environmental objectives
12. So that sustainable development is pursued in a positive way, at the heart of the Framework is a **presumption in favour of sustainable development** (paragraph 11) which for decision making means;
 - approving development proposals that accord with an up-to-date development plan without delay; or
 - where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 - i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - ii. 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.

Local Planning Policy

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

SD1 - Presumption in favour of Sustainable Development

1. In accordance with the Government's National Planning Policy Framework (NPPF), when the Council considers development proposals it will take a positive approach that reflects the presumption in favour of sustainable development contained in the NPPF. It will always work proactively with applicants jointly to find solutions which mean that proposals for sustainable development can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

2. Planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.

SD2 - Strategic Development Needs

2. To meet the housing requirement of 10,150 new homes over the plan period a minimum of:
- a. 720 dwellings (net) will be delivered per annum from 2017/18 to 2021/22.
 - b. 655 dwellings (net) will be delivered per annum from 2022/23 to 2031/32.

SD3 - Housing Strategy

1. The housing requirement of the Borough will be met through the provision of sufficient deliverable sites to ensure the maintenance of a rolling five year supply of deliverable housing land. Should it become apparent that a five year supply of deliverable housing land cannot be identified at any point within the plan period, or delivery is consistently falling below the housing requirement, the Council will work with landowners, the development industry and relevant stakeholders and take appropriate action in seeking to address any shortfall.

2. The following are priorities for the Council:

- a. Delivering a range and type of housing appropriate to needs and addressing shortfalls in provision; this includes the provision of housing to meet the needs of the ageing population and those with specific needs.
- b. Providing accommodation that is affordable.
- c. Providing opportunities for custom, self-build and small and medium sized house builders.

5. Residential development will be permitted in the vicinity of a hazardous installation only where there is no significant threat to public safety.

SD5 - Natural, Built and Historic Environment

To ensure the conservation and enhancement of the environment alongside meeting the challenge of climate change the Council will:

1. Conserve and enhance the natural, built and historic environment through a variety of methods including:

- a) Ensuring that development proposals adhere to the sustainable design principles identified within Policy SD8.
- c) Protecting and enhancing green infrastructure networks and assets, alongside the preservation, restoration and re-creation of priority habitats, ecological networks and the protection and recovery of priority species.
- d) Enhancing woodlands and supporting the increase of tree cover where appropriate.
- e

2. Meet the challenge of climate change, flooding and coastal change through a variety of methods including:

- a. Directing development in accordance with Policies SD3 and SD4.
- b. Delivering an effective and efficient sustainable transport network to deliver genuine alternatives to the private car.
- c. Supporting sustainable water management within development proposals.

- d. Directing new development towards areas of low flood risk (Flood Zone 1), ensuring flood risk is not increased elsewhere, and working with developers and partners to reduce flood risk.
- e. Ensuring development takes into account the risks and opportunities associated with future changes to the climate and are adaptable to changing social, technological and economic conditions such as incorporating suitable and effective climate change adaptation principles.
- f. Ensuring development minimises the effects of climate change and encourage new development to meet the highest feasible environmental standards.
- g. Supporting and encouraging sensitive energy efficiency improvements to existing buildings.
- h. Supporting proposals for renewable and low carbon energy schemes including the generation and supply of decentralised energy.

SD8 - Sustainable Design Principles

1. The Council will seek new development to be designed to the highest possible standard, taking into consideration the context of the surrounding area and the need to respond positively to the:

- a. Quality, character and sensitivity of the surrounding public realm, heritage assets, and nearby buildings, in particular at prominent junctions, main roads and town centre gateways;
- b. Landscape character of the area, including the contribution made by existing trees and landscaping;
- c. Need to protect and enhance ecological and green infrastructure networks and assets;
- d. Need to ensure that new development is appropriately laid out to ensure adequate separation between buildings and an attractive environment;
- e. Privacy and amenity of all existing and future occupants of land and buildings;
- f. Existing transport network and the need to provide safe and satisfactory access and parking for all modes of transport;
- g. Need to reinforce local distinctiveness and provide high quality and inclusive design solutions, and
- h. Need for all development to be designed inclusively to ensure that buildings and spaces are accessible for all, including people with disabilities.

2. New development should contribute positively to making places better for people. They should be inclusive and establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit.

3. All proposals will be designed with public safety and the desire to reduce crime in mind, incorporating, where appropriate, advice from the Health and Safety Executive, Secured by Design, or any other appropriate design standards.

4. New development will seek provision of adequate waste recycling, storage and collection facilities, which are appropriately sited and designed.

H1 - Housing Commitments and Allocations

1. To deliver the housing requirement and to maintain a rolling five year supply of deliverable housing land, the Council have allocated sites identified within this policy. The majority of the new homes will be delivered through existing commitments (sites with planning permission identified within point 2) with the remainder of new homes being delivered through allocations at:

- a. Various sites within the Regenerated River Tees Corridor.
- b. Various sites within the conurbation.
- c. West Stockton Sustainable Urban Extension.
- d. Wynyard Sustainable Settlement.

The total number of dwellings set out in this policy is not the same as the housing requirement. This is because some commitments have already delivered a proportion of the dwelling

numbers identified and some sites will likely deliver dwellings beyond the plan period, after 2032.

Commitments

2. Residential development is proposed at the following main sites, which benefit from planning permission. These sites are re-affirmed for residential development and are illustrated on the Policies Map:

Site Location/Name Supply	Area (ha)	Total Dwellings (approx)	Remaining at April
2018 Ingleby Barwick IB3 Little Maltby Farm, Low Lane 1085	35	1155	

H4 - Meeting Housing Needs

2. Support will be given to higher density development within areas with a particularly high level of public transport accessibility. Elsewhere housing densities will be considered in the context of the surrounding area in accordance with Policy SD8.

3. The Council require 20% of new homes to be affordable on schemes of more than 10 dwellings or with a combined gross floorspace of above 1000sqm.

4. Where an applicant considers that the provision of affordable housing in accordance with the requirements of this policy would make the scheme unviable, they must submit a full detailed viability assessment to demonstrate the maximum level of affordable housing that could be delivered on the site. The applicant will be expected to deliver the maximum level of affordable housing achievable.

5. Affordable housing will normally be provided on-site as part of, and integrated within housing development to help deliver balanced communities. This provision should be distributed across sites in small clusters of dwellings. Off-site affordable housing or a commuted sum will only be acceptable where:

- All options for securing on-site provision of affordable housing have been explored and exhausted; or
- The proposal is for exclusively executive housing, where off-site provision would have wider sustainability benefits and contribute towards the creation of sustainable, inclusive and mixed communities; or
- The proposal involves a conversion of a building which is not able to accommodate units of the size and type required; or
- Any other circumstances where off-site provision is more appropriate than on-site provision.

6. Where off-site affordable housing or a commuted sum is considered acceptable, the amount will be equivalent in value to that which would have been viable if the provision was made onsite and calculated with regard to the Affordable Housing Supplementary Planning Document 8 or any successor.

T11 - Transport Infrastructure

1. To support economic growth and provide realistic alternatives to the private car, the Council will work with partners to deliver an accessible and sustainable transport network. This will be achieved through improvements to the public transport network and routes for pedestrians, cyclists and other users.

2. A comprehensive, integrated and efficient public transport network will be delivered by:

- a. Retaining essential infrastructure that will facilitate sustainable passenger movements by bus, rail and water;
- b. Supporting proposals for the provision of infrastructure which will improve the operation, punctuality and reliability of public transport services;
- c. Supporting upgrades to railway stations within the Borough to improve access and safety;
- d. Improving public transport interchanges to allow integration between different modes of transport;
- e. Working with public transport operators to maintain and enhance provision wherever possible;
- f. Working with partners to promote the provision of accessible transport options for persons with reduced mobility; and
- g. Ensuring appropriate provision is made for taxis and coaches.

3. Accessible, convenient, and safe routes for pedestrians, cyclists and other users will be delivered by:

- a. Improving, extending and linking the Borough's strategic and local network of footpaths, bridleways and cycleways; and
- b. Improving the public realm and implementing streetscape improvements to ensure they provide a safe and inviting environment.

T12 - Community Infrastructure

1. There is a need to ensure that community infrastructure is delivered and protected to meet the needs of the growing population within the Borough. To ensure community infrastructure meets the education, cultural, social, leisure/recreation and health needs of all sections of the local community, the Council will:

- a. Protect, maintain and improve existing community infrastructure where appropriate and practicable;
- b. Work with partners to ensure existing deficiencies are addressed; and
- c. Require the provision of new community infrastructure alongside new development in accordance with Policy SD7.

ENV1 - Energy Efficiency

1. The Council will encourage all development to minimise the effects of climate change through meeting the highest possible environmental standards during construction and occupation.

The Council will:

- a. Promote zero carbon development and require all development to reduce carbon dioxide emissions by following the steps in the energy hierarchy, in the following sequence:
 - i. Energy reduction through 'smart' heating and lighting, behavioural changes, and use of passive design measures; then,
 - ii. Energy efficiency through better insulation and efficient appliances; then,
 - iii. Renewable energy of heat and electricity from solar, wind, biomass, hydro and geothermal sources; then
 - iv. Low carbon energy including the use of heat pumps, Combined Heat and Power and Combined Cooling Heat and Power systems; then
 - v. Conventional energy.
- b. Require all major development to demonstrate how they contribute to the greenhouse gas emissions reduction targets set out in Stockton-on-Tees' Climate Change Strategy 2016; and
- c. Support and encourage sensitive energy efficiency improvements to existing buildings.

3. All developments of ten dwellings or more, or of 1,000 sq m and above of gross floor space, will be required to:

- a. Submit an energy statement identifying the predicted energy consumption and associated CO2 emissions of the development and demonstrating how the energy hierarchy has been applied to make the fullest contribution to greenhouse gas emissions reduction; and

b. Achieve a 10% reduction in CO2 emissions over and above current building regulations. Where this is not achieved, development will be required to provide at least 10% of the total predicted energy requirements of the development from renewable energy sources, either on site or in the locality of the development.

ENV4 - Reducing and Mitigating Flood Risk

1. All new development will be directed towards areas of the lowest flood risk to minimise the risk of flooding from all sources, and will mitigate any such risk through design and implementing sustainable drainage (SuDS) principles.

3. Site specific flood risk assessments will be required in accordance with national policy.

4. All development proposals will be designed to ensure that:

a. Opportunities are taken to mitigate the risk of flooding elsewhere;

b. Foul and surface water flows are separated;

c. Appropriate surface water drainage mitigation measures are incorporated and Sustainable Drainage Systems (SuDS) are prioritised; and

d. SuDS have regard to Tees Valley Authorities Local Standards for Sustainable Drainage (2015) or successor document.

5. Surface water run-off should be managed at source wherever possible and disposed of in the following hierarchy of preference sequence:

a. To an infiltration or soak away system; then,

b. To a watercourse open or closed; then,

c. To a sewer.

ENV5 - Preserve, Protect and Enhance Ecological Networks, Biodiversity and Geodiversity

1. The Council will protect and enhance the biodiversity and geological resources within the Borough. Development proposals will be supported where they enhance nature conservation and management, preserve the character of the natural environment and maximise opportunities for biodiversity and geological conservation particularly in or adjacent to Biodiversity Opportunity Areas in the River Tees Corridor, Teesmouth and Central Farmland Landscape Areas.

5. Development proposals should seek to achieve net gains in biodiversity wherever possible. It will be important for biodiversity and geodiversity to be considered at an early stage in the design process so that harm can be avoided and wherever possible enhancement achieved (this will be of particular importance in the redevelopment of previously developed land where areas of biodiversity should be retained and recreated alongside any remediation of any identified contamination). Detrimental impacts of development on biodiversity and geodiversity, whether individual or cumulative should be avoided. Where this is not possible, mitigation and lastly compensation, must be provided as appropriate. The Council will consider the potential for a strategic approach to biodiversity offsetting in conjunction with the Tees Valley Local Nature Partnership and in line with the above hierarchy.

7. Existing trees, woodlands and hedgerows which are important to the character and appearance of the local area or are of nature conservation value will be protected wherever possible. Where loss is unavoidable, replacement of appropriate scale and species will be sought on site, where practicable.

ENV6 - Green Infrastructure, Open Space, Green Wedges and Agricultural Land

1. Through partnership working, the Council will protect and support the enhancement, creation and management of all green infrastructure to improve its quality, value, multi-functionality and

accessibility in accordance with the Stockton-on-Tees Green Infrastructure Strategy and Delivery Plan.

2. Where appropriate, development proposals will be required to make contributions towards green infrastructure having regard to standards and guidance provided within the Open Space, Recreation and Landscaping SPD or any successor. Green infrastructure should be integrated, where practicable, into new developments. This includes new hard and soft landscaping, and other types of green infrastructure. Proposals should illustrate how the proposed development will be satisfactorily integrated into the surrounding area in a manner appropriate to the surrounding townscape and landscape setting and enhances the wider green infrastructure network.

4. Development within green wedges will only be supported where:

- a. it would not result in physical or visual coalescence of built-up areas;
- b. it would not adversely impact on local character or the separate identity of communities;
- c. it would not adversely impact on recreational opportunities; and
- d. it would not adversely impact on biodiversity.

5. Development proposals will be expected to demonstrate that they avoid the 'best and most versatile' agricultural land unless the benefits of the proposal outweigh the need to protect such land for agricultural purposes. Where significant development of agricultural land is demonstrated to be necessary, proposals will be expected to demonstrate that they have sought to use areas of lower quality land in preference to that of a higher quality.

HE2 – Conserving and Enhancing Stockton’s Heritage Assets

11. Where archaeological remains survive, whether designated or not, there will be a presumption in favour of their preservation in-situ. The more significant the remains, the greater the presumption will be in favour of this. The necessity for preservation in-situ will result from desk-based assessment and, where necessary, field evaluation. Where in-situ preservation is not essential or feasible, a programme of archaeological works aimed at achieving preservation by record will be required.

MATERIAL PLANNING CONSIDERATIONS

14. The main material planning considerations of this application are compliance with planning policy and the impacts of the proposed development on the visual amenity of the locality; setting of a listed building; amenity; access and highway safety; features of archaeological interest, protected species; flood risk and other matters arising out of consultation.

Principle of development;

15. The NPPF sets out the governments objectives for the planning system and in particular those for achieving sustainable development, which has three distinct elements economic, social and environmental. The Local Plan under Policy SD1 reflects the Governments definition of sustainable development and encourages the Local Planning Authority to work proactively with applicants jointly to find solutions which mean that proposals for sustainable development can be approved wherever possible.

16. Under the new local plan the site is shown as a housing commitment under policy H1(2) as part of a wider consent for housing development (site IB3), which reflects its previous outline approval. The principle of a housing development for 200 houses has therefore previously been established and its acceptability as a housing site is reaffirmed through the Local Plan adoption.

17. As a consequence the site forms part of the borough’s wider housing requirement over the plan period and delivery of such sites will ensure that the Council can continue to meet its housing

requirements and five year supply of housing land. The proposal will also need to provide a mix of housing, although these details will not be known until the reserved matters stage.

18. Whilst comments from objectors have been made regarding the impact of the development on the green wedge, green belt or strategic gap, it is important to note that there is no green belt designation within Stockton Borough. Additionally, the area proposed for housing falls outside of all the green wedge and in is within the limits to development so there is no impact on either the green wedge designation or the strategic gap which both maintain separation between settlements.

Sustainability

19. The sustainability of the wider site was assessed as part of an early planning appeal and the site was deemed to be a sustainable location for a housing development. It is noted that that proposal featured an accessible standard pedestrian / cycleway connection between the site and the existing facilities to the north within Ingleby Barwick, via Chalfield Close, and the inspector placed significant weight on this connection. Notwithstanding that, this scheme needs to be accessed on the current proposals and there have been a number of changes which affect the context of that decision.
20. In considering this scheme, it is noted that the connection to the remainder of Ingleby Barwick would be retained, albeit as a recreation route instead. Additional community facilities are also proposed to serve this residential scheme, this would include a neighbourhood centre and a community centre. Planning conditions are recommended to secure the future details and use of these facilities to ensure that they serve and meet a local need. In addition the development will provide pedestrian linkages to Thornaby Road, Low Lane with other connections indicated to neighbouring housing sites.
21. The applicant is also proposing that a contribution will be made towards the extension/diversion of an existing bus service in order to serve the site which is in line with the previously approved development, for up to 200 dwellings. However, any bus penetration is reliant on a through route being created into the adjacent Little Maltby site. In the event that this development come ahead of the neighbouring site a new bus stop on the western side of Thornaby Road will also be provided. Such matters can be control via a section 106 agreement and are included within the Heads of Terms outline within this report.
22. Whilst the provision of an accessible pedestrian/cycleway connection to Ingleby Barwick is desirable, it is not deemed to be essential planning requirement and such infrastructure was not secured as part of the Local Plan housing site. In view of the these considerations, but primarily due to the facilities now provided and alternative connection links available, the site is still considered to be a sustainable location to accommodate a future housing development.

Social Infrastructure requirements;

23. As with all developments which have an impact on services and infrastructure, the development will need to mitigate its own impacts and make contributions in line with the Council's adopted planning guidance.
24. In this regard the development will need to provide affordable housing in accordance with the terms of the Local Plan, which requires a 20% affordable housing contribution.
25. Public open space will also need to be incorporated into the development, although the final location and final requirements will not be known until the reserved matters stage when the estimated population will be known. A planning condition to require the approval of an open space strategy is therefore recommended.

26. Several of the objectors raise concerns in relation to the impact of the development on school provision, particularly given existing shortfalls in school spaces. Typically on new housing schemes a contribution towards primary and secondary school provision is sought in line with the Council's adopted Planning Obligations SPD. A new primary school is therefore likely to be required and this site needs to ensure that 50% of the land required is provided to enable a school to be built. A contribution towards secondary school provision is expected in line with the Council's adopted formula, such an agreement can be secured through s.106 agreement.
27. In accordance with the terms of policy ENV1 energy efficiency measures will be required as part of the proposed development. A condition is therefore recommended to secure an energy statement and identify how 10% of the predicted energy demand will be reduced by onsite design efficiencies and/or renewable energy equipment.
28. In view of the above considerations, the principle of housing development on the site is considered to be acceptable and is consistent with the requirements of the local plan, the proposal is therefore acceptable in principle but is also subject to those material considerations outlined in the report below.

Visual Impact;

29. Much of the previous considerations relating to the visual impacts of this onsite have centred on the loss of green wedge and coalescence of settlements. However, this scheme has the benefit of an extant consent and following the adoption of the Local Plan is wholly within the limits to development.
30. It is noted that the site forms part of a wider housing commitment and in the coming years there will be significant visual changes as a result of the various consented housing sites in the immediate vicinity. Given that the principle of development has been established and recognising that the overall context of the surrounding area will change it is not considered that a housing development will adversely affect the character of the area.
31. The Council's landscape architects have considered the scheme and noted that substantial additional landscaping has already been undertaken to the eastern landscaping buffer and it is agreed that these advanced planting works will form an acceptable planting buffer to the eastern boundary of the site. Additional comments are made in respect boulevard planting and additional landscaping being provided to filter future views of the housing, however, this would form part of a reserved matters application and would need to be considered at that time. Additionally the requirement for a future a tree survey, arboricultural impact assessment, method statement and scheme of tree protection can be conditioned.

Setting of listed building;

32. Approximately 250 metres to the west of the application site lies the grade II listed Little Maltby Farm. The proposal would remain separated by the existing agricultural fields (and a potential housing developments), therefore it is considered that this proposal will not adversely affect the setting of the nearby listed building.

Amenity;

33. Both Thornington Gardens and Chalfield Close lie to the north of the site, the measurement from the indicative masterplan demonstrate a separation distance of over 90m to the nearest properties which includes the woodland planting within Bassleton Beck. Properties further to the west are in excess of 300 metres from the indicated housing area, (however new residential properties are expected to be built in the future) while the nearby static caravan is approximately 150 metres from the indicative housing. All such distances are well in excess of the Councils minimum separation distances as set out with the Sustainable Design Guide (SPD1).

34. Notwithstanding this, the final details regarding site layout and the external relationships with existing properties would be a matter for future consideration at the reserved matters stage. However, the indicative distances demonstrate that a housing development can be accommodated without there being any adverse impacts on the amenity of the neighbouring residential dwellings. Equally the internal relationships between the proposed dwellings would also be assessed at the reserved matters stage to ensure that acceptable levels of amenity are provided for future residents of the proposed development.
35. The Environmental Health Team have considered the submitted noise report, whilst a further assessment is required to inform mitigation within the built fabric during the night, given the separation to the industrial estate and the intervening Thornaby Road it is not considered that there are any fundamental issues which would affect the existing businesses and their operations or that the proximity to the industrial estate would have any adverse impact on levels of residential amenity for any future occupiers that it would justify a refusal of the proposed development. Such a report and any associated mitigation measures can be conditioned. Equally planning conditions can be imposed to address short to medium term impacts (i.e dust and noise) associated construction activity should the development be approved and is not considered to be sufficient enough to warrant a refusal of the application.

Access and Highway Safety;

36. The Highways, Transport & Environment Manager has assessed the proposal noting that this is a revised application and that it has an extant consent for 200 dwellings. With the main changes relating to the relocation of the vehicular access, which has moved to Low Lane and the removal of the approved pedestrian / cycleway linkage to Ingleby Barwick, the later which has already been addressed in the report above.
37. It is noted that the impact of 200 dwellings from this site on the wider local highway network has previously been assessed and was considered to be acceptable subject to the provision of suitable mitigation.
38. However, the change in the position of the access means the proposal will have a greater impact on the Low Lane / Thornaby Road Signals and the applicant has undertaken an assessment of this junction which shows that the re-location of the site access has a marginal impact on the junction and that it would continue to operate within capacity. The submitted transport assessment has also taken into consideration the provision of an adoptable through route to the adjacent Little Maltby site. In order to provide a coherent form of development. It is considered that this connection to the adjacent Little Maltby Farm site is essential and should the development be approved that an adoptable highway connection is provided up to the defined red line boundary of the application where it abuts the adjacent Little Maltby Farm site as shown on the submitted masterplan, DWG. NO. 5755_201_C.
39. The current proposals seek to provide a new access, as shown on drawing LTP/2691/TS/06.01 Rev B, which will be taken from Low Lane in the form of a signalised junction and this has been accompanied by a submitted road safety audit. The proposed site access arrangements are considered to be broadly acceptable, subject to detailed design and any subsequent further road safety audits (as may be required), which will be undertaken as part of the required section s278 Agreement should the application be approved.
40. Any future reserved matters application will need to ensure that the development is provided in accordance with the Councils adopted guidance. However, it is noted that tree lined boulevards are proposed along the full length of the spine road and any future reserved matters application must provide sufficient space for the spine road, allowing for footpaths, cycleway and minimum 2m landscaped verges. It should also be clarified that the proposed school site has not yet been designed and this proposal does not include the provision of a separate access to it.

41. In view of these considerations the Highways Transport and Design Manager has no objections to the proposed development on highway safety grounds and the scheme is not considered to pose any significant risks to highway safety.

Features of Archaeological Interest;

42. Tees Archaeology have advised that the applicant has previously carried out an archaeological desk based assessment, geophysical survey and trial trenching and as a result of those findings the archaeological potential of the site is low. The proposal is therefore they have no objections and the proposal accords with national and local planning guidance in this respect.

Impact on protected species;

43. The applicant has submitted an Ecological Impact Assessment which concludes that there is no evidence of protected species using the application site and it is found to be of low ecological value with limited suitable habitat present for most protected species.

44. It is known that the woodland area to the north west of the application site (including Bassleton Beck) may be likely to support some protected species. It is therefore considered that the proposed development will not have any significant impacts on protected species or habitats providing a series of mitigation measures are adopted. These have been identified within the submitted report and include the retention of mature hedgerows and trees; a buffer of 10m to the north-western boundary; vegetation clearance to be outside of the bird nesting period (early March and late August), and a pre-commencement walkover survey to check for protected species. Natural England have raised no objections to the application and the proposal does not conflict with their standing advice.

45. Objections comments which raise the impact of the development on surrounding wildlife are noted, however, at this stage there is no evidence that the proposed development would adversely impact on protected species to cause a conflict with Planning Policy guidance. A planning condition will also be imposed to ensure that the identified mitigation within the ecology report is adhered to in the event the application is approved.

Ancient Woodland;

46. The comments of the Forestry Commission regarding ancient woodland have been noted. For clarity Natural England's mapping tool (Magic) has been reviewed and the site does not contain or affect any ancient woodland. (as demonstrated in fig 1 below).



Fig 1; Ancient Woodland designations (source; Natural England Magic mapping tool)

Flood risk;

47. The applicant has submitted a flood risk assessment which identifies that the site lies within flood zone 1 so the Environment Agency is not a statutory consultee in this instance. However, the Lead Local Flood Authority (LLFA) have been consulted and the Highways, Transport and Design Manager confirms that a viable sustainable drainage solution can be achieved on site. As such matters can be controlled via a condition the proposal is not considered to pose any significant flood risk or surface water run-off issues.

Public Safety;

48. Although Northern Gas Network have commented that a high pressure gas main lies in close proximity to the site, this runs north-south toward Thornaby Road and would be around 150m from the associated housing land.

49. The PADHI+ consultation tool of the Health and Safety Executive has been used to assess the potential risks as a result of the proposed development and the housing area lies outside of the HSE consultation distance meaning that there is little threat on safety grounds to public safety. The proposal therefore accords with policy SD3(5) of the Local Plan,

Residual matters;

50. Northumbrian Water have stated that provided the application is approved and carried out in strict accordance with the submitted "Flood Risk Assessment and Surface Water Management Strategy" they have no issues to raise. As requested a condition has been recommended to address this issue.

51. Whilst it is noted that some residents consider that additional housing will increase crime and antisocial behaviour there is no evidence to suggest that this would occur. Opportunities to design out crime can be assessed at the reserved matters application where factors such as natural surveillance and the appropriate use of lighting would be encouraged to prevent opportunities for crime and anti-social behaviour.

CONCLUSION

52. As detailed in the report above, under the new Local Plan the site forms a housing commitment and no housing will fall within the green wedge which lies to the east of the site. Residential development on the site is therefore considered to be consistent with the development plan and is acceptable.

53. Whilst it is noted that there are some shortcomings of the site with respect to an accessible connection to the wider area, sufficient facilities are provided within the development to serve future residents and meet an element of their day-to-day needs. The access to other community facilities this is also not considered to be substantially different from other areas of Ingleby Barwick or neighbouring housing developments and this is not considered to be significant enough to justify a refusal of the proposed development on these grounds. The scheme also has significant economic and social benefits through the delivery of housing and other commercial/community facilities. When considered in the round, the proposal is considered to be within a sustainable location.

54. In all other respects the site is considered to be visually acceptable, can satisfactorily accommodate a residential scheme without significant impacts on neighbouring occupiers/businesses, does not pose any significant highway safety or traffic impacts and is acceptable in all other regards. A series of planning conditions are recommended to control and outstanding issues although some aspects will fall to the reserved matters application for future consideration.

55. The application is therefore recommended for approval subject to those conditions and heads of terms outlined within the report.

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

WARD AND WARD COUNCILLORS

Ward Ingleby Barwick East
Ward Councillor(s) Councillors Sally Ann Watson; Alan Watson; and Ted Strike

IMPLICATIONS

Financial Implications:

Other than those identified within the heads of terms, there are no known financial implications.

Environmental Implications:

The environment impacts of the proposed development have been fully considered and addressed within the report above. In view of those considerations it is not considered that the proposal has any significant environmental implications.

Human Rights Implications:

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

Community Safety Implications:

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

Background Papers

Stockton on Tees Local Plan Adopted 2019

Supplementary Planning Documents

SPD1 – Sustainable Design Guide
SPD2 – Open Space, Recreation and Landscaping
SPD3 – Parking Provision for Developments
SPD6 – Planning Obligations
SPD8 – Affordable Housing