

DELEGATED

AGENDA NO

PLANNING COMMITTEE

16 DECEMBER 2020

**REPORT OF DIRECTOR OF FINANCE,
DEVELOPMENT & BUSINESS SERVICES**

20/0279/REM

Allens West Logistics Centre, Durham Lane, Eaglescliffe

Reserved matters application for the access, appearance, landscaping, layout and scale for residential development comprising 845 dwellings.

SUMMARY

Outline planning consent was granted in 2013 for 845 dwellings on Allens West Logistics Centre (11/2842/EIS). The principle of the development has therefore been established.

As part of the outline consent, the applicant entered into a Section 106 Agreement to provide a financial contribution for additional school places and highway improvements and other mitigation.

A number of conditions were also attached to the outline consent covering amongst others surface water management, ecology and contaminated land. These conditions will still be required to be fully met by the developer.

The proposal is considered to be in line with general planning policies as set out in the Development Plan and is recommended for approval with conditions.

RECOMMENDATION

That planning application 20/0279/REM be approved subject to the following conditions and informatives and the completion of a deed of variation to the S106 agreement attached to the outline permission;

01 The development hereby approved shall be in accordance with the following approved plans;

Plan Reference Number

**TD30/7/PL1 A & TD30/7/PL2
TNA20/7/PL1 D & TNA20/7/PL2 C
TNA30/7/PL1 C & TNA30/7/PL2 A
TND40/7/PL1 C & TND40/7/PL2 A
TNB32/7/PL1 C & TNB32/7/PL2 A
TT36/7/PL1 C & TT36/7/PL2 B
TA34/7/PL1 B & TA34/7/PL2 B
TNT31/7/PL1 F & TNT31/7/PL2 C
TND42/7/PL1 B & TND42/7/PL2 A
TNA44/7/PL1 B & TNA44/7/PL2
TA44/7/PL1 C & TA44/7/PL2 B**

TND43/7/PL1 C & TND43/7/PL2

SG:30:T.-

HG:SG.-

GH:G:DGS.-

AW:TSG.-

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ALWE-PHS-XX-00-DR-A-90-010 P31

ALWE-PHS-XX-ZZ-DR-A-20-001 P8 Elevations – HT01

ALWE-PHS-XX-ZZ-DR-A-20-002 P10 Elevations – HT02

ALWE-PHS-XX-ZZ-DR-A-20-004 P9 Elevations – HT04

ALWE-PHS-XX-ZZ-DR-A-20-005 P8 Elevations – HT05

ALWE-PHS-XX-ZZ-DR-A-20-006 P9 Elevations – HT06

ALWE-PHS-XX-ZZ-DR-A-20-007 P9 Elevations – HT07

ALWE-PHS-XX-ZZ-DR-A-20-008 P10 Elevations – HT08

ALWE-PHS-XX-ZZ-DR-A-20-009 P9 Elevations – HT09

ALWE-PHS-XX-ZZ-DR-A-20-010 P10 Elevations – HT10

ALWE-PHS-XX-ZZ-DR-A-20-011 P10 Elevations – HT11

ALWE-PHS-XX-ZZ-DR-A-20-012 P5 Elevations – GR01

ALWE-PHS-XX-ZZ-DR-A-22-001 P12 Floor & Roof Plans – HT01

ALWE-PHS-XX-ZZ-DR-A-22-002 P14 Floor & Roof Plans – HT02

ALWE-PHS-XX-ZZ-DR-A-22-004 P14 Floor & Roof Plans – HT04

ALWE-PHS-XX-ZZ-DR-A-22-005 P14 Floor & Roof Plans – HT05

ALWE-PHS-XX-ZZ-DR-A-22-006 P13 Floor & Roof Plans – HT06

ALWE-PHS-XX-ZZ-DR-A-22-007 P14 Floor & Roof Plans – HT07

ALWE-PHS-XX-ZZ-DR-A-22-008 P15 Floor & Roof Plans – HT08

ALWE-PHS-XX-ZZ-DR-A-22-009 P13 Floor & Roof Plans – HT09

ALWE-PHS-XX-ZZ-DR-A-22-010 P14 Floor & Roof Plans – HT10

ALWE-PHS-XX-ZZ-DR-A-22-011 P11 Floor & Roof Plans – HT11

ALWE-PHS-XX-ZZ-DR-A-22-012 P5 Floor & Roof Plans – GR01

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A10995-00-03

Reason: To define the consent.

- 02 The substations/pumping stations shall only be constructed in accordance with precise details of their appearance shown in layout and elevation on scaled plans that have been submitted to and approved in writing by the Local Planning Authority.**

Reason: To secure precise details and ensure that the design and appearance of supporting infrastructure is appropriate to the context.

- 03 All ecological mitigation measures within the submitted ecological reports shall be implemented throughout the development in full accordance with the advice and recommendations contained within the documents.**

Reason: In compliance with the requirements of the NPPF.

- 04 The development permitted by this planning permission shall be carried out in accordance with the mitigation measures within FES Noise Survey: A001132, Issue 9 and the precise boundary treatment shall be submitted to and approved in writing by the Local Planning Authority and implemented in accordance with the approved details.**

Reason: To ensure a satisfactory form of development in the interest of residential amenity.

- 05 The allotments shall be provided in accordance with an agreed phasing plan and prior to the use of the allotments an Allotment Management Plan, shall be submitted to and be approved by the Local Planning Authority. The Allotment Management Plan shall set out the usage parameters for allotment holders; boundary treatments / means of enclosure to delineate the individual plots; provision and supply of water to the site; access track into the site including width and surface. The Allotment Management Plan shall be implemented in accordance with the approved scheme unless otherwise agreed in writing with the Local Planning Authority.**

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

- 06 Prior to commencement of works adjacent to the railway, a method statement for any excavations and earthworks to be carried out within ten metres of the railway undertaker's boundary fence should be submitted for the approval of the Local Planning Authority and the works shall only be carried out in accordance with the approved details.**

Reason: In the interests of protecting the railway operational needs and integrity of the railway assets.

- 07 Notwithstanding the provisions of Classes A, B, C, D, E and F of Part 1 Schedule 2 of the Town and Country Planning (General Permitted Development) (Amendment) (No.2) (England) Order 2015 (or any order revoking and re-enacting that Order) the buildings hereby approved shall not be extended or altered in any way unless otherwise agreed in writing by the Local Planning Authority.**

Reason: In the interest of preserving the character of the development and in the interests of the residential amenities of the area.

- 08 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 unless otherwise agreed in writing by the Local Planning Authority.**

Reason: In the interest of preserving the character of the development and in the interests of the residential amenities of the area.

- 09 Open access ducting to facilitate fibre and internet connectivity shall be provided from the homes to the public highway.**

Reason: To ensure that infrastructure is provided to facilitate fibre connections to all new development in accordance with Policy TI3 of the Stockton on Tees Local plan.

- 10 Notwithstanding the submitted information, prior to the erection of any fencing details of the specification for holes in boundary walls and fences at ground level to allow for the movement of hedgehogs shall be submitted to and be approved in writing by the Local Planning Authority. The agreed works shall be implemented in**

accordance with the agreed details and be retained thereafter for the lifetime of the development.

Reason: In compliance with the requirements of the NPPF.

- 11 No above ground construction of the dwellings shall be commenced until the Local Planning Authority has approved in writing the details of a soil management plan. The plan shall indicate how soils will be stripped, stored and relocated during the works, to ensure sufficient quality and depths for private and public spaces, and allow successful tree planting in accordance with the agreed soft landscape proposals.**

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

- 12 Prior to the planting of trees precise details of arrangements for the protection of the adopted highway, from tree root damage where trees are planted within 2m shall be submitted and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.**

Reason: To protect the adopted highway from damage by tree roots.

Heads of Terms to Deed of Variation

Overall update to include indexation of costs, contributions towards improved parking facilities in relation to Allens West Railway Station and other minor updates or such other terms which may be agreed by the Director of Finance, Development and Business Services.

INFORMATIVES

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: Environment Agency

Note on controlled waters (and regimes we regulate) – Advice to LPA/Applicant In relation to potential land contamination at the site, please note that we only consider issues in relation to controlled waters and the relevance of regulatory regimes where we are the enforcing authority, such as environmental permitting. For all other matters, please refer to your Environmental Health team.

National Quality Mark Scheme for Land Contamination Management – Advice to Applicant

This development site may be contaminated which may pose a risk of pollution to controlled waters. So far, the applicant has submitted preliminary information in the outline application with further investigation remaining to be carried out.

We would like to raise awareness of the National Quality Mark Scheme for Land Contamination Management (NQMS). The NQMS is a system designed by the industry led Land Forum to ensure that land contamination management work meets the necessary standards. It applies in particular to the presentation of environmental information to the regulator in the form of reports setting out both factual and interpretative information.

Under the scheme, reports are prepared in line with good practice and signed off by a suitably qualified and experienced person registered under the NQMS who aims to ensure that:

The work has been planned, undertaken and written up by competent people who have relevant experience and/or qualifications in their respective disciplines. The underlying data has been collected in line with established good practice procedures and its collection has been subject to control via established quality management systems. The data has been processed, analysed and interpreted in line with established good practice and any specific advice provided by the relevant regulatory authorities or regulatory bodies. The reports set out recommendations or conclusions that are substantiated by the underlying data and are based upon reasonable interpretations. Any limitations in the data or uncertainties in the analysis are clearly identified along with the possible consequences of such limitations

We would recommend that the outstanding assessment are carried in line with the NQMS.

Informative : NWL

We can inform you that a public sewer crosses over the Eastern Boundary of the site and may be affected by the proposed development. Northumbrian Water do not permit a building over or close to our apparatus. We will work with the developer to establish the exact location of our assets and ensure any necessary diversion, relocation or protection measures required prior to the commencement of the development. We include this informative so that awareness is given to the presence of assets on site. For further information is available at <https://www.nwl.co.uk/services/developers/>

Informative : Network Rail

Network Rail have identified a number of matters in their response which will need to be considered before commencement of work and information for residents on prohibited works and railway safety should be included in a welcome pack.

Informative : National Grid

Due to the presence of Cadent and/or National Grid apparatus in proximity to the specified area, the contractor should contact Plant Protection before any works are carried out to ensure the apparatus is not affected by any of the proposed works.

BACKGROUND

1. The application site was first used during the Second World War to recycle materials from crashed aircraft. At this time the site consisted of 92 hectares, of which two thirds was used to bury wreckage which could not be re-used with the remaining third being the buildings within which dismantling and recycling were carried out. This work continued throughout the Second World War and up to 1947. In 1948 the Admiralty took over certain buildings on site for use as storage for ship spares. In 1949 the remainder of the site was taken over by the Admiralty and used by the Royal Navy until 1997 when it was deemed surplus to requirements and it passed into private ownership.
2. The site is currently vacant and the former storage and distribution centre with warehouse and ancillary accommodation is in a poor state and has been subject to vandalism and theft.
3. Outline application for the erection of a residential development comprising 845no dwellings (Class C3) and a residential institution (Class C2) with associated retail, creche and community facilities, landscaping, roads, parking and infrastructure was approved in 2013. The outline proposals were accompanied by a number of plans and supporting documents which set out the rationale of the development proposals. Planning permission was granted subject to planning conditions and a S106 Legal Agreement.

4. Since the granting of outline planning permission there have been a number of non-material amendment applications to amend the outline as set out below:

11/2842/NMA - Non-material amendment to planning approval 11/2842/EIS and 11/2842/NMB - Non-material amendment of planning approval 11/2842/EIS. Both of these NMAs relate to minor wording changes to conditions to enable the demolition of certain buildings before some pre-commencement conditions need to be discharged.

5. Condition 18 requires a scheme for the provision and future maintenance of 30 car parking spaces for the benefit of Allens West station shall be agreed with the Local Planning Authority. The Local Planning Authority is seeking a contribution towards the improvement of the existing car park at Allens West station in lieu of any on site provision. A separate S.96a (Non-Material Amendment) application has therefore been submitted to remove this condition.

6. The construction of the Recreation Facilities and the carrying out of the Playing Pitches Works was the subject of Condition 3. It was originally intended that the off-site recreational facilities needed to address this condition would be provided on land to the north. However, during pre-application discussions on the Reserved Matters scheme and in conjunction with Egglecliffe Parish Council, it was considered that a more beneficial solution would be to make improvements to the existing Leven F.C site as this will deliver wider community benefits. A separate application for those elements of the scheme which constitute operational development was submitted and approved subject to a S016 for its provision and long term management and maintenance.

SITE AND SURROUNDINGS

7. The Allen's West site is characterised by the existing dilapidated former commercial buildings and the site extends to approximately 46Ha and is roughly triangular in shape. To the north east of the site exists a smaller ancillary site which is in the same ownership.

8. The site is bounded by residential development to the east and south. The Darlington to Middlesbrough railway separates the site from this latter residential area running along the southern boundary. The west of the site is characterized by the former Elementis Chromium works and the north is bounded by a nature reserve, once forming part of the original MOD site. A site location plan is attached at Appendix 1.

9. The Grade II listed building, Carter Moor Farmhouse lies outwith the red line application boundary.

10. A high voltage overhead power cable traverses the site from north to south and the former commercial buildings are encircled by a service road.

11. Access to the site is currently restricted to entry via a priority junction to the southwest onto Durham Lane, with exit via a four-arm roundabout.

PROPOSAL

12. The applicants are proposing a development of housing that totals 845 new residential dwellings. The proposed development includes a mix of 2, 3 and 4 bedroom dwellings.

13. Primary access is from the existing roundabout along Durham Lane and a Green corridor runs through the centre aligning with the existing overhead cable and pylons. SUDS basins provide a

functional drainage solution and contribute to the overall green infrastructure. An emergency access to the north of Carter Moor Farm is also provided.

14. The scheme proposes a bus loop and the loop road through the site connects development cells and ensures ease of movement.

15. A linear green corridor connects areas of open space and delivers an outlook for new residents and the scheme features an active frontage along Durham Lane. Corridors of open space have been provided within the detailed layout, which are in the same locations as shown on the Illustrative Masterplan, providing external space allowing vistas of green open space throughout the development. This arrangement helps create good levels of natural surveillance over public and semi-private areas.

16. Where possible a significant proportion of dwellings are angled on a south easterly basis to benefit from natural solar gain. Various pinch points have been included on the highway layout to minimise vehicle speeds throughout the development.

17. The proposed house types comprise a mix of 2, 3 and 4 bedroom properties, including detached, semi detached and terraced dwellings which are generally two storeys in height, with some 2.5 storey dwellings introduced across the site. This is in line with the indicative housing schedule and Design and Access Statement which accompanied the original outline application.

18. The proposals will involve the removal of some trees/vegetation and the Landscape Scheme includes tree, shrub and hedgerow planting across the site. A key landscape feature of the development is the provision of the open space corridors and pockets of open space on the main routes through the site. Within the areas of POS that run through the site, where possible (particularly under the overhead powerlines) low growing native shrubs have been proposed that will not get tall enough to interfere with the overhead lines. There are areas within the surface water retention basins that will have permanent standing water. Around the edges of these ponds, it is proposed to install pre-planted coir mats. These will establish quickly and provide an instant habitat for local wildlife. These plants will colonise quickly through the wet areas and will soon become a biodiversity area. Children's play equipment has been selected to blend in with the surrounding landscaping. Timber trim trails and play spaces will add to the natural feel of the site and not stand out against the green backdrop. Allotments are also proposed, the precise details of which are subject to a controlling condition. A pedestrian connection is also shown to the enhanced recreation area.

19. The Illustrative Masterplan submitted with the outline planning application suggested access off the existing roundabout at Durham Lane, as well as a secondary, new direct access from Durham Lane further north. Following further modelling, it was determined that only one single access from the existing roundabout on Durham Lane is required with a secondary emergency access road within the site. In terms of specific highway features throughout the development, there is a mixture of standard estate roads, shared surfaces and private drives throughout the development.

20. The site remediation strategy includes the provision of a bunds primarily situated in the southern landscape corridor and this will include planting as part of the butterfly strategy.

CONSULTATIONS

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

22. Tees Archaeology

Thank you for the consultation. I have no objection to the reserved matters application and it does not change the requirement of Condition 29 -archaeological building recording to take place prior to development.

23. Highways Transport & Design Manager

General Summary

Subject to the comments and conditions set out below the Highways, Transport and Design Manager has no objections to the proposed Reserved matters application.

Highways Comments

The site benefits from an extant outline planning approval (11/2842/EIS), therefore the principle of development in this location has already been considered and accepted.

The current application is for Reserved matters, including access, and the following drawings / information has been submitted in support of the proposals:

- Drawing 1964:02 Rev G – Composite Planning Layout
- Drawing 3705-C-D3-02 – Emergency Link Proposals
- Drawing A10995-00-03 - Allens West S278 Proposed Roundabout Access
- Site Access – Technical Note

The proposed site layout and access arrangements have been reviewed against the Councils design guide and SPD3: Parking provision for Developments 2011 and are considered to be acceptable.

The Technical Note, submitted in support of the site access proposals, demonstrates that the site access will operate within capacity and it is therefore considered that a single primary point of access, to serve the development, is acceptable.

A second emergency access will be provided, in the form of a cycleway link, and this is also considered to be acceptable.

There are no highways objections to the proposals.

Landscape & Visual Comments

Some minor information is still outstanding, however this can be controlled by conditions on the outline planning consent (Ref: 11/2842/EIS).

- Enclosure (TW site only) – Modifications to the boundary treatments have been submitted, however there are still some locations within the TW site where walls have not been provided in visible locations adjacent to the highways. The boundary wall must be reinstated to all highway edges to improve the quality of the development and streetscape and reflect the boundary styles used by Homes Group to ensure consistency across the development. As noted previously, where an acoustic fence is necessary, the requirement for a wall will be waived. However, boundary treatments are covered under condition 9 of the outline approval and therefore final boundary details may be agreed at this time.

- Street Furniture - Some limited street furniture is indicated on the submitted plans within the areas of POS. However, it is considered that some additional litter bins will be required. However, street furniture is covered under condition 9 of the outline approval and therefore final details may be agreed at this time.
- Street Lighting - Details of street lighting must be confirmed in relation to proposed site trees. Street lighting details are covered under condition 12 of the outline approval and therefore final details may be agreed at this time.
- Soft Landscaping - The principals of soft landscaping for the site are broadly acceptable, however final details to be agreed under condition 16 of the outline permission, to secure the final tree species and positions in discussion with the Council's Principal Tree and Woodlands Officer.
- Maintenance and Management – Details to be secured under Condition 16 of the outline permission.
- POS Phasing – Details to be secured under Condition 14 of the outline permission.

The following issues could be resolved by conditions on the current application:

- Site Soils – Condition to require a Soil Management Plan indicating areas where soils are removed, stored and replaced to ensure suitable quality and depth across the site and particularly in relation to tree planting within POS.
- Allotments – Condition to secure details of the proposed allotments and their long-term management, to include arrangements for setting them up, laying out the ground, replacement soils, boundary treatments, vehicular access and parking provision.
- Root Barrier Membrane - Condition to secure a root barrier membrane where trees are located within 2m of the highway verge.
- Pumping Station - Since the previous submission an additional pumping station has been added within the southern part of the site. Landscaping details regarding the treatment of this pumping station including fencing, surface treatment and landscape screening have not been provided.

24. Flood Risk Management

The LLFA wish to make no comments at this time, surface water conditions are still to be discharged.
Informative

It is noted that within the proposals there are a significant number of trees to be planted within the adopted highway. Whilst this is welcomed it will require a sum to be paid to the Council as part of a Section 38 agreement to allow for future maintenance. This is in the region of £450 per tree.

Conditions on soil management and trees within and adjacent to the adopted highway to be imposed.

25. Environmental Health Unit

Regarding the above planning application I have no objection to make.

I would however request that information is provided in order to comply with the previously applied conditions for Construction Noise, Dust Action Plan, Contaminated land which were submitted as part of Planning Application 11/2842/EIS.

26. Principal Environment Officer

No objection to the proposal with a 10% CO2 reduction over and above building regs across the whole development to replace the old Code 4 condition as per the Energy Statement.

27. Egglescliffe & Eaglescliffe Parish Council

Set out below are comments from Egglescliffe & Eaglescliffe Council on the above application for the access, appearance, landscaping, layout and scale for residential development comprising 845 dwellings at Allens West Logistics Centre Durham Lane Eaglescliffe TS16 0RW:

1. The NPPF on Sustainable Development includes a Social Objective: to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being
2. The Design and Access statement proposes a sustainable development yet there are no community facilities provided other than play areas for children up to early teens. A development of 845 houses is bigger than many villages yet there is no community hall or shop where people might meet neighbours and build sustainability. Nor is it made sustainable by providing renewable energy such as solar panel tiles on the housing. Although the Outline permission states in Condition 11 maximum sizes for the "retail use" and the "community facilities" it is implicit in the condition that these elements of the outline plans would be built. We do not accept the statement in the current application that they are not needed. During the discussions prior to the granting of the outline application it was always accepted that the Community facility and retail element details would be settled at the Reserved matters stage, taking account of any developments in the area between outline permission being granted and Reserved matters being submitted. The current proposals do not provide accessible services which support the community's health, social and cultural well-being.
3. From the more northerly area of the site to the Sainsbury Local is about 0.75 miles or 1.2km, a 15 minute walk according to Google maps. For many people, especially those walking with young children or carrying shopping, this distance would take rather longer. This means that "popping to the shops" is at least a 30 minute round trip. As such it is likely to lead to car journeys rather than walking. Even the southerly end of the development would be a 10 minute walk to the shopping centre. The walk crosses the railway line near the level crossing which is closed fairly frequently for either passenger or goods trains. Sadly, the level crossing is also prone to unplanned closures when, for example, the barrier develops a fault, and these closures can last for several hours. When this happens the round trip is over 10km(6.3m) and has to involve a car. These closures also mean that the bus service from the south (Yarm direction) cannot operate for the duration of the closure, leaving people with no alternative but to walk from the nearest stop and risk life and limb by crossing the railway line with no protection from signals. There needs to be more work done to ensure that pedestrians know whether there is a train approaching on these occasions when the usual signals are not available.
4. Since the outline planning permission was granted several things have changed:
 - a. Over a decade of climate change meaning that the need to reduce car journeys is much more important than it was in 2013
 - b. The understanding of what makes a community sustainable has developed, and the need for community gathering places is more widely recognised.
 - c. The housing development south of the current application has been built, along with one on Urray Nook Rd (Sadlers View) adding to the traffic in the area.
 - d. Nifco has expanded, adding to traffic, including heavy goods vehicles.
5. Eggescliffe & Eaglescliffe has an increasing number of elderly people who look to move into smaller, easier to access and to maintain, properties but this development does nothing to support that section of the population. Such smaller properties, including sheltered housing, need to be within easy reach of facilities such as shops and medical centres whether by public transport or on foot/mobility scooters. Instead this development aims to bring in more families, ignoring the value of having older generations living alongside younger.
6. The claim that the site is well served by public transport is an exaggeration:
 - a. The 17 runs hourly until shortly after 6pm then stops
 - b. The X17 runs 3 times in the late afternoon/early evening
 - c. The 7a does not run during the day when people need to get to work, college etc.
7. Although primary school places are probably adequate for the new families, given that Junction Farm School was expanded in preparation for the development, there are question marks over the availability of secondary school places at Eggescliffe Comprehensive which also has to serve part of Ingleby Barwick.

8. There is no mention of provision for renewable energy generation on the site despite a wide recognition that such provision forms a valuable part of the mix of energy the country needs.

9. We know that traffic assessments of the area were carried out at the time of the original application and some mitigation measures were proposed. In the light of the housing which has since been built and occupied both at West Acres and Sadlers View, and of the expansion of Nifco, what further work has been done to update the traffic impact assessment and the mitigation measures needed?

10. One point of entry and exit for an estate as big as Preston-on-Tees seems to us very questionable. Unplanned occurrences such as a road accident or a house fire nearby could close that access. How is traffic into and out of the estate going to be managed in those situations? Equally, how is the emergency entrance going to be monitored to ensure that it doesn't turn into a dangerous alternative entrance and exit for residents?

11. Our residents are still expressing concerns over the level of contamination on the site dating from its days as a military supply depot. Will there be redress for any future residents of the site who have problems traceable to such contamination?

Set out below are additional comments from Egglecliffe & Egglecliffe Council on the above application for the access, appearance, landscaping, layout and scale for residential development comprising 845 dwellings at Allens West Logistics Centre Durham Lane Egglecliffe TS16 0RW:

SW corner of site

In the Design & Access Statement:

- Para. numbered 1 on Page 34 says, "A further existing access to the site will be stopped up in the interest of highway safety." If this refers to the vehicular access (little used for many decades) next to Urlay Nook Level Crossing, it is understandable that converting this to a vehicular access to 845 dwellings might complicate safety at the junction of Urlay Nook Road with Long Newton Lane. Having a vehicular access at this point might also create a "rat run" through the new estate.
- On Page 9 it says that one design principle of the outline scheme "which would need to be respected & adhered to" is "Area for communal allotments within the south west corner of the site". The Information Leaflet in the developers' community consultation (App. 1 to the Statement of Community Involvement) shows "Area reserved for allotments" there. This corner is in the coloured section (i.e. the part of the site for which Reserved Matters are covered by this application) of the Composite Planning Layout^[1], but it is marked on that plan "Allotments TBC" in a typeface which is so small that it can scarcely be read after zooming in to 150%. There is no further detail about the design of these allotments or how they would be managed. If they are intended to be under local authority control, the parish council (Egglecliffe & Egglecliffe Council) is the allotment authority, not Stockton Borough Council. However, there has been no consultation with the parish council about this.

Proposed S&DR Heritage Trail

One of the aims of the Heritage Action Zone Access Group (supported by, among others, Stockton Council and the Friends of the Stockton & Darlington Railway) for the 2025 bicentenary of the opening of the Stockton & Darlington Railway is to have a foot- & cycle path along the 1825 route. The stretch between Urlay Nook and Allen's West Level Crossings is still a working railway and the existing route for walkers and cyclists is circuitous. A direct route could run within the current Application Site from Urlay Nook Crossing east alongside the railway line as far as the boundary of the Site and then via Allen's West Station and/or the proposed access onto Durham Lane. This idea was recorded on Page 14 of the Statement of Community Involvement, and it is referred (para 5.21) to the Design and Access Statement. However that statement is silent on the

^[1] https://www.developmentmanagement.stockton.gov.uk/online-applications/files/09066D9AA5DA0D84EF495F3D528657CC/pdf/20_0279_REM-1946_02_REV_A_-_COMPOSITE_PLANNING_LAYOUT-2236147.pdf

matter. There is no explanation why the idea was not taken up. It would involve a pedestrian and cycle access at the SW corner of the Application Site which would also provide:

- Direct access to rail services at Allen's West Station for people working at Urlay Nook offices.
- Access by sustainable means for residents of the new development to the amenities of Coatham Wood, especially if this council's suggestion^[2] were implemented (of a foot-and cycle-path alongside Long Newton Lane from Urlay Nook Road to the Wood at Urlay Nook Bridge).

Sustainability

It should, in the light of the climate emergency be made easy for properties to be retro fitted with solar panels.

1 https://www.developmentmanagement.stockton.gov.uk/online-applications/files/09066D9AA5DA0D84EF495F3D528657CC/pdf/20_0279_REM-1946_02_REV_A_-_COMPOSITE_PLANNING_LAYOUT-2236147.pdf

2 In consultation on the 2018-2023 revision of Stockton Council's Rights of Way Improvement Plan, yet to be completed by Stockton Council)

28. SBC Housing Services Manager

The balance of affordable housing provided at Allens West is representative of local housing needs, sensitively dispersed, and in close proximity to local services.

29. HSE

Do Not Advise Against, consequently, HSE does not advise, on safety grounds, against the granting of planning permission in this case.

30. Durham County Badger Group

Further to your request 13/2/20 for comments. We have records of badgers using Burn Wood/Coatham Beck and suggest further advice is sought in relation to setts which may not be recorded. Given the potential significant increase in vehicles using the road calming might be required.

31. Network Rail

With reference to the protection of the railway, Network Rail has no objection in principle to the development, but below are some requirements which must be met, especially with the close proximity to the development two railway level crossings and Allens West Train Station. We note and appreciate that there was funding provision for accessibility improvements at the station. However, we understand there was to be provision of a car park linked to the station. However this does not appear to be included on the submitted masterplan provided and we would appreciate clarity on this point.

We note that the development is situated in between two operational railway level crossings. As you will be aware, the safety of railway level crossings and crossing users is of paramount importance to us. In the case of Urlay Nook Level Crossing, we would have serious concerns if the development imported additional vehicular traffic to the crossing. We note from the plans submitted that the development does not appear to have any vehicular links to Urlay Nook Road and we would ask that a specific condition is put in place to preclude any new access onto Urlay Nook Road if possible.

Other informatives on Drainage; Fail Safe Use of Crane and Plant; Excavations/Earthworks; Security of Mutual Boundary; Fencing; Method Statements/Fail Safe/Possessions; Encroachment; Noise and Soundproofing; Trees/Shrubs/Landscaping; Access to Railway;

Children's Play Areas/Open Spaces/Amenities.

32. Highway England

As Highways England has given approval to this development at outline stage and this application only pertains to the Reserved Matters (i.e. Strategic Road Network Issues(SR)) we do not require to comment at this stage.

33. Chief Fire Officer (Cleveland Fire Brigade)

Cleveland fire Brigade offers the following representations regarding the development as proposed.

It should be confirmed that any 'shared driveways' meet the minimum carrying capacity requirements as per AD B (2019 edition, unless otherwise stated) Section B5, Table 13.1.

It should be noted that Cleveland Fire Brigade now utilise a Magirus Multistar Combined Aerial Rescue Pump (CARP) which has a vehicle weight of 17.5tonnes, which is greater than the specified weight in AD B Section B5, Table 13.1 (2019 edition).

It should be confirmed that Access and Water Supplies should meet the requirements as set out in AD B Volume 1, Section B5 for Dwelling houses (2019 edition, unless otherwise stated).

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

34. H.M. Railway Inspectorate at the Office Of Rail Regulation

Thank you for the consultation on the above project.

The Office of Rail and Road (ORR) has no comment.

35. Northumbrian Water Limited

Thank you for consulting Northumbrian Water on the above proposed development. In making our response to the local planning authority Northumbrian Water will 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.

It should also be noted that, following the transfer of private drains and sewers in 2011, there may be assets that are the responsibility of Northumbrian Water that are not yet included on our records. Care should therefore be taken prior and during any construction work with consideration to the presence of sewers on site. Should you require further information, please visit <https://www.nwl.co.uk/services/developers/>

For information only

We can inform you that a public sewer crosses over the Eastern Boundary of the site and may be affected by the proposed development. Northumbrian Water do not permit a building over or close to our apparatus. We will work with the developer to establish the exact location of our assets and ensure any necessary diversion, relocation or protection measures required prior to the commencement of the development. We include this informative so that awareness is given to the presence of assets on site. For further information is available at <https://www.nwl.co.uk/services/developers/>

36. National Grid

National Grid has no objections to the above proposal which is in close proximity to a High Voltage Transmission Overhead Line.

37. Northern Gas Networks

Northern Gas Networks acknowledges receipt of the planning application and proposals at the above location.

Northern Gas Networks has no objections to these proposals, however there may be apparatus in the area that may be at risk during construction works and should the planning application be approved, then we require the promoter of these works to contact us directly to discuss our requirements in detail. Should diversionary works be required these will be fully chargeable.

38. Natural England

Natural England has no comments to make on this application.

Natural England has not assessed this application for impacts on protected species. Natural England has published Standing Advice which you can use to assess impacts on protected species or you may wish to consult your own ecology services for advice.

Natural England and the Forestry Commission have also published standing advice on ancient woodland and veteran trees which you can use to assess any impacts on ancient woodland.

The lack of comment from Natural England does not imply that there are no impacts on the natural environment, but only that the application is not likely to result in significant impacts on statutory designated nature conservation sites or landscapes. It is for the local planning authority to determine whether or not this application is consistent with national and local policies on the natural environment. Other bodies and individuals may be able to provide information and advice on the environmental value of this site and the impacts of the proposal to assist the decision making process. We advise LPAs to obtain specialist ecological or other environmental advice when determining the environmental impacts of development.

We recommend referring to our SSSI Impact Risk Zones (available on Magic and as a downloadable dataset) prior to consultation with Natural England. Further guidance on when to consult Natural England on planning and development proposals is available on gov.uk at <https://www.gov.uk/guidance/local-planning-authorities-get-environmental-advice>

39. NHS

I am writing in response to the above planning application currently being evaluated by you. Please see below for the required contribution to healthcare should the scheme be approved.

Local surgeries are part of CCG wide plans to improve GP access and would be the likely beneficiaries of any S106 funds secured.

Local GP Practices are keen to maintain/improve their access, and an increase in patient numbers may require adjustments to existing premises/access methods. Please be advised that we would be unable to guarantee to provide sustainable health services in these areas in future, should contributions not be upheld by developers.

In calculating developer contributions, we use the Premises Maxima guidance which is available publically. This assumes a population growth rate of 2.3 people per new dwelling and we link this increase to the nearest practice to the development, for ease of calculation.

We use the NHS Property Service build cost rate of £3,000 per square metre to calculate the total financial requirement.

Should you have any queries in relation to this information, please let me know.

Item Response

LA Planning References 20/0279/REM

GP Practices affected Eaglescliffe Medical Practice (EMP) 75%

Yarm Medical Practice (YMP) 20%

Local intelligence
Number of Houses proposed 845
Housing impact calculation 2.3
Patient Impact (increase) 1,943.5
EMP = 1,458
YMP = 389
GP practice Current List Size EMP = 10,695
YMP = 15,259
Total = 25,954
Proposed GP Practice New List size 27,801
Maxima Multiplier 0.07
Additional m2 required
(increase in list x Maxima Multiplier) $1,946 - (952 + 956 = 1,908) = 38$
Total Proposed Contribution £
(Additional m2 x £3k pm2, based on NHSPS build cost) £114,000

Further comments: As this submission is related to Reserved Matters only, I have no further information since that in my email of 8 July 2020

40. Friends of Stockton and Darlington Railway

1 The Friends object to the application on the grounds that it fails to make provision for the walking and cycling S&DR route within the development.

2 The concept of a continuous walking and cycling route following the 26 miles of the 1825 Stockton and Darlington Railway goes back several years but it became a firm proposal with the publication of the 1825 S&DR Historic Environment Audit in 2016, commissioned by the Durham, Darlington and Stockton Local Authorities. Subsequently the Tees Valley Combined Authority commissioned consultants WSP to undertake an access audit and to produce development plans to deliver a cohesive walking and cycling network as close as possible to the historic line connecting Witton Park in Durham to the riverside at Stockton and points of interest in between. The study is one of 44 individual projects under the wider S&DR Heritage Action Zone programme.

3 It soon became clear that a link needed to be established following the historic line between Urray Nook Crossing and Durham Lane at Allens West Station. This section is a non-designated heritage asset. Outline planning permission had been granted in 2012 and the indicative master plan showed a corridor of open space between the development and the historic railway line and another beneath the overhead power cables. The Friends contacted the then agents for the owners of the land and put the opportunity to create the route within the master plan open space and highway framework. This was noted but the agents suggested that the matter would be better left until prospective developers were in a position to prepare further plans.

4 Last year the Friends were alerted to the publicity exercise being undertaken by Taylor Wimpey and the Friends' submission is attached below (Appendix 1). No response was received from Taylor Wimpey and the meeting offered to discuss the way forward did not take place.

5 The access consultants WSP produced their report and recommendations at the end of last year, following a series of workshops in which the Friends and officers of the three councils made contributions. The proposal to locate the footpath and cycle route through the Allens West development is shown in Appendix G to their report as a post 2025 aspiration and this is replicated on the revised master plan attached below (Appendix 2). The timescale is on the basis of it being thought unlikely that the route can be provided in time for the 200th S&DR anniversary celebrations

in 2025. However, should it be possible to create the path through the development by then, we urge that every possible effort should be made to deliver it. Until then, the path will have to continue to use the existing uninteresting, lengthy and tortuous route through the residential area south of the railway.

6 The submitted Statement of Community Involvement makes passing mention of the Friends' comments in paragraph 5.20 but gives no account of the consideration given by the developers to the request to incorporate the route. Instead, the following paragraph *says 'The pedestrian routes are shown on the proposed site plan and explained further in the Design & Access Statement submitted with this application, which will be subject to approval from the Local Planning Authority as to their acceptability.'*

7 It is therefore surprising and disappointing that, despite assurances given in the Statement of Community Involvement, that the Design and Access Statement is silent on the matter of the walking and cycling S&DR route. We note on page 22 a list of key requirements included in the proposals following discussion with the Council. One requirement is '*Pedestrian connectivity and ease of movement throughout the site including adjacent to adopted highways and throughout the POS*'. Given that both the Council and Taylor Wimpey were aware of the proposed S&DR path the Friends would be interested to learn what discussion took place regarding incorporating it into the proposals.

8 The detailed plans show several locations where residents will have access to the open space corridor next to the railway line. The Friends believe that this will be well used by all, including people on bicycles, wheelchair users, infants in pushchairs etc. As such there should be a hard surface all-weather path, similar to those proposed in the central open space corridor. At 2.5 metres wide. this would be suitable also for the S&DR path.

9 At the eastern end, the application site boundary appears to coincide with the highway verge of Durham Lane so the recommended route would link directly from the end of the estate road, across an area of open space and join the existing footway.

10 At the western end some adjustment to the area allocated for allotments would allow the path to gain access from the site to an existing surfaced road giving unobstructed access to Urray Nook Road/Long Newton Lane. Negotiations with the owners can ensure that this short link can be provided to the existing public highway.

11 We repeat the recommendation made in response to Taylor Wimpey's consultation that, with the co-operation of Network Rail, a foot and cycle access be made to the Allens West station platform from the path at the south eastern corner of the site, as shown on the attached plan.

12 The creation of a path for the S&DR walking and cycling route in the development as shown at Appendix 2 below will bring benefits to the numerous (2000?) residents of the new development, irrespective of its rail heritage value. It will be part of the internal network of attractively landscaped green space recreational routes. It will improve the sustainable connectivity of the proposed development by allowing foot and cycle links to destinations outside the site, such as Allens West Station, Coatham Wood, to the rest of the S&DR route and to the general network of paths in the area.

13 We therefore request that the Design and Access Statement and the submitted detailed plans be amended accordingly.

Further comments: The applicants have extended the safeguarded alignment for the Walking and Cycling Route as far as the overhead power line.

The Friends very much welcome this.

I also understand that a footpath is now proposed within the power line corridor as far as the next estate road. This should be widened and dropped kerbs provided to allow cycling also as this will be the only way for the cycle route to continue to Durham Lane.

41. The Environment Agency

We have previously provided detailed comments to outline planning application 11/2842/EIS. Having reviewed the submitted application and the matters for approval, we have NO OBJECTION.

In the event of the Local Planning Authority being minded to approve this application, we would like to ensure that the following conditions, that remain undischarged, are carried forward:

Condition – Requirement for further risk assessment Prior to the commencement of development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), the following components of a scheme to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:

1) A preliminary risk assessment which has identified:

- All previous uses. - Potential contaminants associated with those uses. - A conceptual model of the site indicating sources, pathways and receptors. - Potentially unacceptable risks arising from contamination at the site.

2) A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.

3) The results of the site investigation and detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the

4) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenances and arrangements for contingency action.

Any changes to these components require the express consent of the local planning authority. The scheme shall be implemented as approved.

Reason To ensure that the proposed development has fully assessed the potential harm and impact of previously contaminated land to prevent harm to the water environment in line with paragraph 170 of the National Planning Policy Framework.

Condition – Previously unidentified contamination If, during development, contamination not previously identified is found to be present at the site than no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out 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. This condition will ensure the proposed development has fully assessed the

potential harm and impact of previously contaminated land to prevent harm to the water environment in line with paragraph 170 of the National Planning Policy Framework.

Condition – Piling or penetrative foundation methods not permitted Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason To prevent harm to the water environment in line with paragraph 170 of the National Planning Policy Framework.

Beyond this, I have the following comments to make:

Flood Risk – Advice to LPA Having reviewed the proposal and previously setting conditions 31 and 32, we have no concerns in respect to flood risk as no development or ground raising is proposed in Flood Zones 2 and 3.

Surface Water Flood Risk – Advice to LPA We previously had set condition 30, requiring a surface water management scheme to be submitted prior to the commencement of development. As surface water flood risk is no longer within our remit, you should liaise with the Lead Local Flood Authority (LLFA) in this matter as we cannot advise if this condition should be retained or not. We have no further comments to make in this respect.

Note on controlled waters (and regimes we regulate) – Advice to LPA/Applicant In relation to potential land contamination at the site, please note that we only consider issues in relation to controlled waters and the relevance of regulatory regimes where we are the enforcing authority, such as environmental permitting. For all other matters, please refer to your Environmental Health team.

National Quality Mark Scheme for Land Contamination Management – Advice to Applicant This development site may be contaminated which may pose a risk of pollution to controlled waters. So far, the applicant has submitted preliminary information in the outline application with further investigation remaining to be carried out. We have conditioned this as above.

We would like to raise awareness of the National Quality Mark Scheme for Land Contamination Management (NQMS). The NQMS is a system designed by the industry led Land Forum to ensure that land contamination management work meets the necessary standards. It applies in particular to the presentation of environmental information to the regulator in the form of reports setting out both factual and interpretative information.

Under the scheme, reports are prepared in line with good practice and signed off by a suitably qualified and experienced person registered under the NQMS who aims to ensure that:

The work has been planned, undertaken and written up by competent people who have relevant experience and/or qualifications in their respective disciplines □ The underlying data has been collected in line with established good practice procedures and its collection has been subject to control via established quality management systems □ The data has been processed, analysed and interpreted in line with established good practice and any specific advice provided by the relevant regulatory authorities or regulatory bodies □ The reports set out recommendations or conclusions that are substantiated by the underlying data and are based upon reasonable interpretations □ Any limitations in the data or uncertainties in the analysis are clearly identified along with the possible consequences of such limitations

We would recommend that the outstanding assessment are carried in line with the NQMS.

42. Mr Matt Vickers MP

I OBJECT to this proposed application to build 845 houses the former MOD site in Eaglescliffe.

It cannot be ignored that there are severe traffic congestion issues on Durham Lane in both directions. The addition of 845 houses, and an average of 2 cars per household will not alleviate this situation but exacerbate it further. Within the plans there is no evidence that any steps have been taken to rectify parking or traffic concerns. Whilst traffic surveys have been submitted alongside this application, I feel I speak for everyone who uses Durham Lane and lives in that area, that traffic is a real issue, and the traffic surveys do not reflect or address these very real concerns.

This increase in housing, people and cars will of course increase the strain on infrastructure that is already struggling with demand. I see no evidence in the application to address these concerns.

I would also like to stress my very real concerns on the environmental factors on this land, that again have not been addressed by this application. Many people who understand the history of this area will know that during and after the Second World War, the site was used as a 'scrap yard' for spent munition and aircrafts. No real clean-up has ever taken place on that land. Moreover, the environmental viability of the site is also put into doubt when we look at the fact that chemical waste was disposed of in the vicinity of the site in question. The former chromium works used large swathes of land to dispose of liquid and solid chromium waste. This very serious environmental hazard must be investigated. I feel that I should also point out that due to the congestion issues, that I have already mentioned, we will see a further reduction in air quality. This is something the Yarm/Eglescliffe area cannot afford.

I have listed just a few of the reasons why this application should be rejected. It is apparent that this application is simply one to cram as many houses on a vacant strip of land. No consideration has been taken at all to determine whether the local area needs the number of houses proposed or can even cope with additional development.

I hope the council take on board these very real concerns, and REJECT this application.

PUBLICITY

43. It should be noted that the applicant has undertaken consultation in accordance with the adopted Statement of Community Involvement. This involved a range of activities including; pre-application public consultation event held in Eglescliffe Community Centre Main Hall; consultation details featured on a dedicated website and delivery of circa 450 leaflets to residential properties and businesses in the immediate vicinity of the application site.

44. Local residents have been individually notified of the application and it has also been advertised on site and in the local press.

45. Letters of objection were received from the following addresses and a summary of the comments received are set out below:-

46. 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 Jennifer Dunwell 9 Farnham Close Eaglescliffe Stockton-on-Tees TS16 0NF;
Mr And Mrs Carter 6 Leven Close Eaglescliffe Stockton-on-Tees TS16 0JU;
Mrs Lynne Standon 41 Chaldron Way Eaglescliffe Stockton-on-Tees TS16 0SD;
Mr And Mrs Breckon 73 Emsworth Drive Eaglescliffe Stockton-on-Tees TS16 0NP;

Mr Peter Sykes 24 Thornfield Close Eaglescliffe Stockton-on-Tees TS16 0NW;
Mr Ben Cauldwell 14 Thornfield Close Eaglescliffe Stockton-on-Tees TS16 0NW;
Mrs Amanda Marshall The Gables, Urlay Nook Road Eaglescliffe TS16 0LZ;
Mrs Helen Moy 15 Emsworth Drive Eaglescliffe Stockton-on-Tees TS16 0NR;
Guy Mawson 83 Burnmoor Drive Eaglescliffe Stockton-on-Tees TS16 0HZ;
Miss Naomi Jerrison 9 West Acres Walk Eaglescliffe Stockton-on-Tees TS16 0FA;
Ian Stafford 25 Emsworth Drive Eaglescliffe Stockton-on-Tees TS16 0NR;
Mrs Denise Stafford 25 Emsworth Drive Eaglescliffe Stockton-on-Tees TS16 0NR;
Mr Terence Shaw 125 Burnmoor Drive Eaglescliffe Stockton-on-Tees TS16 0HZ;
Mr Steven Clark 9 Goosepool Drive Eaglescliffe Stockton-on-Tees TS16 0GT;
Mr Jim Wallace 21 Greenfield Drive Eaglescliffe Stockton-on-Tees TS16 0HB;
Mrs Jo Calvert 10 Springfield Close Eaglescliffe Stockton-on-Tees TS16 0EW;
Mr Peter Roberts 5 Royal George Drive Eaglescliffe Stockton-on-Tees TS16 0RU;
Dr Khalid Siddiqi 5 Carriage Walk Eaglescliffe Stockton-on-Tees TS16 0RS;
Mr Derek Griffiths 45 Chaldron Way Eaglescliffe Stockton-on-Tees TS16 0SD;
Mr John Molyneux 47 Burnmoor Drive Eaglescliffe Stockton-on-Tees TS16 0HT;
Mr Alan Hepworth 46 Burnmoor Drive Eaglescliffe Stockton-on-Tees TS16 0HZ;
Edward Hewett 9 Leven Close Eaglescliffe Stockton-on-Tees TS16 0JU;
Mrs Kelly Lees 18 Black Diamond Way Eaglescliffe Stockton-on-Tees TS16 0SE;
Miss Charlotte Franks 43 Chaldron Way Eaglescliffe Stockton-on-Tees TS16 0SD;
Mr Philip Gowland 18 Pease Court Eaglescliffe Stockton-on-Tees TS16 0RZ;
Mr And Mrs Hodgson 30 Royal George Drive Eaglescliffe Stockton-on-Tees TS16 0RU;
Mrs Helen Butler 12 Grainger Close Eaglescliffe Stockton-on-Tees TS16 0SF;
Claire Gilsean 11 Grainger Close Eaglescliffe Stockton-on-Tees TS16 0SF;
Mr Philip Sanders 3 Grainger Close Eaglescliffe Stockton-on-Tees TS16 0SF;
Mr Mark Sanderson 2 Grainger Close Eaglescliffe Stockton-on-Tees TS16 0SF;
Sara Cheal 2 Locomotion Court Eaglescliffe Stockton-on-Tees TS16 0RP;
Mrs Kerry Snaith 2 Trevithick Close Eaglescliffe Stockton-on-Tees TS16 0RY;
Mr Chris Kerr 19 Trevithick Close Eaglescliffe Stockton-on-Tees TS16 0RY;
Mr Ian Richardson 41 Royal George Drive Eaglescliffe Stockton-on-Tees TS16 0RU;
Mr Tim Denial 18 Emsworth Drive Eaglescliffe Stockton-on-Tees TS16 0NS;
Mr David Franks 19 Black Diamond Way Eaglescliffe Stockton-on-Tees TS16 0SE;
Ms Qiaoyun Huang 8 Royal George Drive Eaglescliffe Stockton-on-Tees TS16 0RU;
Duncan Creed 24 Royal George Drive Eaglescliffe Stockton-on-Tees TS16 0RU;
Mr Robert Copleston 36 Royal George Drive Eaglescliffe Stockton-on-Tees TS16 0RU;
Mr Daniel Beecher 34 Royal George Drive Eaglescliffe Stockton-on-Tees TS16 0RU;
Janet Smith 18 Springfield Close Eaglescliffe Stockton On Tees TS16 0EW;
Mr C Wardle 24 Sorrel Close Stockton TS19 0UR;
Mrs C Hill 4 Marion Avenue Eaglescliffe Stockton-on-Tees TS16 0LJ;
G E Bashford 80 Mayfield Crescent Eaglescliffe Stockton-on-Tees TS16 0NN;
Mrs Lorraine Culloch 58 Butterfield Drive Eaglescliffe Stockton-on-Tees TS16 0EZ;
Guy Rennison 15 Pease Court Eaglescliffe Stockton-on-Tees TS16 0RZ;
Mr Thomas Watta 4 Carriage Walk Eaglescliffe Stockton-on-Tees TS16 0RS;
Mrs Karen Brown 12 Diligence Way Eaglescliffe Stockton-on-Tees TS16 0RR;
Mr R Sanderson 3 Diligence Way Eaglescliffe Stockton-on-Tees TS16 0RR;
Mr Keith Melling 14 Chaldron Way Eaglescliffe Stockton-on-Tees TS16 0SB;
Colin Scott 3 Mayfield Close Eaglescliffe TS16 0NT;
Pauline McGlen 7 Durham Lane Eaglescliffe Stockton-on-Tees TS16 0NB;
Mr Robert Willis 35 Grisedale Crescent Eggescliffe Stockton-on-Tees TS16 9DS;
Jean Snaith 24 Marion Avenue Eaglescliffe Stockton On Tees TS16 0LJ;
Mrs Margaret Dale 60 Meadowfield Drive Eaglescliffe Stockton On Tees TS16 0HH;
Mr Malcolm Dunwell 1 Farnham Close Eaglescliffe Stockton-on-Tees TS16 0NF;
Mr Graeme Smith 2A Butterfield Drive Eaglescliffe Stockton-on-Tees TS16 0EQ;
Mr Kristofer Costello 17 Whitfield Close Eaglescliffe Stockton-on-Tees TS16 0HL;
Mr Ian Merrick 32 Pinewood Road Eaglescliffe Stockton-on-Tees TS16 0AJ;

Mr Tim Ferreira 16 Egglestone Drive Eaglescliffe Stockton-on-Tees TS16 0GF;
Mrs Vivienne Chadwick 1 Seymour Grove Eaglescliffe Stockton-on-Tees TS16 0LB;
Mr Garry Smith 10 Hatfield Close Eaglescliffe Stockton-on-Tees TS16 0ND;
Katie and Alister Sidgwick 2 Highfield Close Eaglescliffe Stockton-on-Tees TS16 0DW;
Mr Martin Howard 57 Greenfield Drive Eaglescliffe Stockton-on-Tees TS16 0HN;
Mr Kyle Richmond 70 Greenfield Drive Eaglescliffe Stockton-on-Tees TS16 0HN;
Mrs Helen Rhodes 47 Greenfield Drive Eaglescliffe Stockton-on-Tees TS16 0HD;
Mr Gordon Scott 2 Hatfield Close Eaglescliffe Stockton-on-Tees TS16 0ND;
Mr Jack Millican 3 Low Crook Close Eaglescliffe Stockton-on-Tees TS16 0FE;
Mr Jengiz Bagdatlioglu 23 Nuffield Way Eaglescliffe Stockton-on-Tees TS16 0FB;
Mrs Katie Crabtree 25 Nuffield Way Eaglescliffe Stockton-on-Tees TS16 0FB;
Mrs Rachel Harland 2 The Oval Eaglescliffe Stockton-on-Tees TS16 0BF;
Mr Kevin Clark 4 The Oval Eaglescliffe Stockton-on-Tees TS16 0BF;
Miss Victoria Franks 8 Hunters Green Eaglescliffe Stockton-on-Tees TS16 0NY;
Miss Evie Mallinson 11 The Oval Eaglescliffe Stockton-on-Tees TS16 0BF;
Mr Antony Costello 5 Low Crook Close Eaglescliffe Stockton-on-Tees TS16 0FE;
Mr And Mrs T Pickells 4 Farnham Close Eaglescliffe Stockton-on-Tees TS16 0NF;
Alf, Christine and Suzanne Dinsley 50 Mayfield Crescent Eaglescliffe Stockton On Tees TS16 0NH
Mr Christopher White 41 Lingfield Drive Eaglescliffe Stockton-on-Tees TS16 0NU;
Mr David Griffiths 71 Greenfield Drive Eaglescliffe Stockton-on-Tees TS16 0HN;
Mrs Susan Atkinson 58 Meadowfield Drive Eaglescliffe Stockton-on-Tees TS16 0HH;
Mr John Paul Sharkey 77 Valley Drive Yarm TS15 9JQ;
Mrs Elizabeth Yates 52 Greenfield Drive Eaglescliffe Stockton-on-Tees TS16 0HE;
Mrs Kimberley Banner 17 Whitfield Close Eaglescliffe Stockton-on-Tees TS16 0HL;
Mr Peter Monck 44 West Street Yarm Stockton-on-Tees TS15 9BU;
Mrs Diane Wilson 3 Orchard Mews Eaglescliffe Stockton-on-Tees TS16 0PQ;
Mr Simon Tranter 12 Bulmer Close Yarm Stockton-on-Tees TS15 9UX;
Ms Leanne Watt Morley Carr Farm Morley Carr Drive Yarm TS15 9FE;
Mrs Deborah Smith 10 Hatfield Close Eaglescliffe Stockton-on-Tees TS16 0ND;
Mrs Joanna Rigg 9 Arisaig Close Eaglescliffe Stockton-on-Tees TS16 9EY;
Elizabeth Clift 15 Mayfield Crescent Eaglescliffe Stockton-on-Tees TS16 0NQ;
Mr Michael Hicks 1 Strathaven Drive Eaglescliffe Stockton-on-Tees TS16 9HJ;
Mr Christopher Cox 10 Dyce Close Eaglescliffe Stockton-on-Tees TS16 0GR;
Mr Elliott Routledge 19 Seymour Drive Eaglescliffe Stockton-on-Tees TS16 0LG;
Mrs Kerry Snaith 2 Trevithick Close, Eaglescliffe, Stockton-on-Tees TS16 0RY
Ms Cynthia Latcham 12, Dunbar Drive, Eaglescliffe. TS16 9EG
Mr Robert Cox 1 Bowfell Close, Eaglescliffe, Stockton-on-Tees TS16 0HX
Mrs June Norris 17 Seymour Avenue, Eaglescliffe, Stockton-on-Tees TS16 0LD
Miss Nicole Blackmore 24 Nuffield Way, Eaglescliffe, Stockton-on-Tees TS16 0FB
Mr Michael Garland 6 Railway Cottages, Uraly Nook Road, Eaglescliffe, Stockton-on-Tees TS16
Ms Julie Standon 100 Greenfield Drive, Eaglescliffe, Stockton-on-Tees TS16 0HR
Mr Richard Harrison 24 Nuffield Way, Eaglescliffe, Stockton-on-Tees TS16 0FB
Mrs Josie Standon 55 Mayfield Crescent, Eaglescliffe, Stockton-on-Tees TS16 0NH
Miss Alexandra Plummer 5 Grainger Close, Eaglescliffe, Stockton-on-Tees TS16 0SF
Mr Andrew Laing 57 Chaldron Way, Eaglescliffe, Stockton-on-Tees TS16 0SD
Mrs Brenda Hall 8 Chaldron Way, Eaglescliffe, Stockton-on-Tees TS16 0SB
Mr James Lees 18 Black Diamond Way, Eaglescliffe, Stockton-on-Tees TS16 0SE
Mrs Helen Walker 21 Black Diamond Way, Eaglescliffe, Stockton-on-Tees TS16 0SE
Mrs Caroline Harvey 27 Nuffield Way, Eaglescliffe, Stockton-on-Tees TS16 0FB
Miss Katie Easby 70 Greenfield Drive, Eaglescliffe, Stockton-on-Tees TS16 0HN
Mr Richard Woods 47 Royal George Drive, Eaglescliffe, Stockton-on-Tees TS16 0RU
Ms Lynn Taylor 1 Willow Bank Durham Lane Eaglescliffe Stockton on Tees TS16 0PY
Miss Nicola Carter 27 Durham Lane, Eaglescliffe, Stockton-on-Tees TS16 0NE
Mrs Lauren Spencley 2 Lartington Way, Eaglescliffe, Stockton-on-Tees TS16 0JQ
Miss Heather Siddell 11 Lingfield Drive, Eaglescliffe, Stockton-on-Tees TS16 0NX

Mrs Francesca Fox-Holmes 14 Hatfield Close, Eaglescliffe, Stockton-on-Tees TS16 0ND
Mrs Julie Jameson 32 Goosepool Drive, Eaglescliffe, Stockton-on-Tees TS16 0GT
Mr David Fox-Holmes 14 Hatfield Close, Eaglescliffe, Stockton-on-Tees TS16 0ND
Mrs Judith White 7 Diligence Way, Eaglescliffe, Stockton-on-Tees TS16 0RR
Mrs Lauren Chapman 19 Pease Court, Eaglescliffe, Stockton-on-Tees TS16 0RZ
Mrs Leanne Ferreira 16 Egglestone Drive, Eaglescliffe, Stockton-on-Tees TS16 0GF
Mr Glenn Kirton 1 Meadowfield Drive, Eaglescliffe, Stockton-on-Tees TS16 0HG
Mrs Carol Davies 9 Nuffield Way, Eaglescliffe, Stockton-on-Tees TS16 0FB
Mr Robert Green 1 The Oval, Eaglescliffe, Stockton-on-Tees TS16 0BF
Mr Julian Hornby 11 The Oval, Eaglescliffe, Stockton-on-Tees TS16 0BF
Mr Glenn Kirton 1 Meadowfield Drive, Eaglescliffe, Stockton-on-Tees TS16 0HG
Ms Helen Morris 40 Mayfield Crescent, Eaglescliffe, Stockton-on-Tees TS16 0NH
Mrs Michelle Adams 11 Pease Court, Eaglescliffe, Stockton-on-Tees TS16 0RZ
Mr Jack Walmsley 6 Butterfield Drive, Eaglescliffe, Stockton-on-Tees TS16 0EQ
Mrs Sarah Mcknight 6 Moor Park, Eaglescliffe, Stockton-on-Tees TS16 9HB
Mrs Janette Cobb 124 Meadowfield Drive, Eaglescliffe, Stockton-on-Tees TS16 0HJ
Mr Simon Honeywell 55 Butterfield Drive, Eaglescliffe, Stockton-on-Tees TS16 0EZ
Mr John Fletcher 3 Hoylake Way Eaglescliffe Stockton-on-Tees TS16 9EU
Mr John Dixon 104 Greenfield Drive, Eaglescliffe, Stockton-on-Tees TS16 0HR
Andy And Maxine Dale 4 Thornfield Close Eaglescliffe Stockton-on-Tees TS16 0NW
Mr Geoff Hobbs 17 Black Diamond Way Eaglescliffe Stockton-on-Tees TS16 0SE
Mr Arron Bendelow 31 Royal George Drive Eaglescliffe Stockton-on-Tees TS16 0RU
Mr Paul Dumain 5 Locomotion Court Eaglescliffe Stockton-on-Tees TS16 0RP
Louise Simpson 28 Royal George Drive Eaglescliffe Stockton-on-Tees TS16 0RU
Mrs Jade Hancox 31 Chaldron Way Eaglescliffe Stockton-on-Tees TS16 0SD
Mr F Tranter 35 Meadowfield Drive Eaglescliffe Stockton On Tees TS16 0HJ
Ross Chisholm Friends Of The S&DR C/o 26 Elton Parade Darlington DL3 8PQ
Seamus Saddique 51 Chaldron Way Eaglescliffe Stockton-on-Tees TS16 0SD
Mr John Conway 23 Diligence Way Eaglescliffe Stockton-on-Tees TS16 0RR
Mrs Bev Franks 43 Chaldron Way Eaglescliffe Stockton-on-Tees TS16 0SD
Mr Stephen Brown 78 Greenfield Drive Eaglescliffe Stockton-on-Tees TS16 0HN
Mrs Karen Brown 78 Greenfield Drive Eaglescliffe Stockton-on-Tees TS16 0HN
Shirley Russon 10 Burnmoor Drive Eaglescliffe Stockton-on-Tees TS16 0HZ
Mr Avnish Bhakta 29 Nuffield Way Eaglescliffe Stockton-on-Tees TS16 0FB
Mrs jo calvert 10 Springfield Close Eaglescliffe Stockton-on-Tees TS16 0EW
Mr Matt Vickers MP House of Commons London SW1A 0AA
Mr Peter Monck 44 West Street Yarm Stockton-on-Tees TS15 9BU
Miss Louise Simpson 28 Royal George Drive Eaglescliffe Stockton-on-Tees TS16 0RU
Mr Paul Murphy 28 Royal George Drive Eaglescliffe Stockton-on-Tees TS16 0RU
Mr Alexander Brown 78 Greenfield Drive Eaglescliffe Stockton-on-Tees TS16 0HN
Mr Peter Lynn 41 Chaldron Way Eaglescliffe Stockton-on-Tees TS16 0SD
B Gallagher and J Hills, 6 Nuffield Way, Eaglescliffe TS16 0FB,

47. The main concerns raised were: -

- Traffic congestion
- Insufficient capacity at schools, health services and other facilities
- Inadequate highway infrastructure
- Impact on air quality
- Impact on existing drainage and water services
- Highway safety particularly for school children
- Enough housing already
- Impact on the character of Yarm and Eaglescliffe

- Increase in anti-social behaviour
- Loss of wildlife and impact on protected species
- Additional pressure on train services
- Not sustainable
- Noise and litter
- Increase in people using rail crossing leading to safety concerns
- Enough empty properties in the borough
- The site contains WW II refuse from aeroplanes, particularly instrument dials which contain luminous paint which remains radioactive.
- Ambulances or firefighters will not get through traffic
- Another exit to the development is no longer on the plans and it will make it almost impossible to get out of Kingsmead at busy times.
- Devalue house prices
- Eaglescliffe is not becoming a desirable place to live anymore
- Development is too large for local infrastructure to accommodate
- The removal of so many trees will be detrimental.
- The original consent included facilities on the application which have now been omitted.
- There is no parking provision for Allen's West station
- There is no consideration to improve the road infrastructure to the A66 or through Yarm
- Area is environmentally sensitive to Red Deer, Birds and many other types of Fauna
- Should be retained as green and open countryside
- Becoming an over-crowded area
- Highly toxic contamination
- Devaluation existing homes/properties
- No community facilities
- Overhead power lines increases risk of cancer e.g. leukaemia
- There are insufficient amenities to deal with a development of this size
- The Comprehensive school is at full capacity. There is only one doctors surgery
- Regular blocking of the roundabout into the Kingsmead estate.
- Congestion significant increased with further building
- The local primary schools are already full each year
- Not enough green spaces for family and others to participate in recreational sports
- The level crossing at Allen's West is broken at least monthly
- The current infrastructure is now not suitable for the amount of housing of today
- Out of character
- Pollution to controlled waters
- Housing mix is wrong
- Not sustainable and lead to global warming
- The developers are endeavouring to save costs & reduce their commitments
- Major impact on the environment
- Often stuck in traffic on Urray Nook road at 5pm, unable to turn left onto the road I live on near The Eagle, trying to turn right at the roundabout onto Urray nook road. Why can't there be a dedicated right hand turn lane?
- Need to alter the roundabout outside of Tesco's
- Can we have a flyover over Yarm
- Pollution rise due to cars being stuck in queues
- Close proximity of the rail level crossing
- Cause severe inconvenience to residents of Eaglescliffe as well as promoting severe health and climate concerns
- Lead to flooding and exacerbate existing problems
- Maximising profit for the council
- The matter should be referred and overseen by the Secretary of State

- If facilities were deemed necessary in 2013 then clearly they are a necessary now
- Necessary infrastructure must be in place prior to the development proceeding
- The proposed site is unsuitable for residential development, it is heavily polluted with PCB's, chemical waste, aircraft and ship parts and is classed as one of the most polluted areas in the UK
- Overdevelopment
- Overlooking
- Too great a distance to envisage people to walk to facilities[particularly in winter / bad weather] the likelihood is that they would drive thus adding to traffic congestion / air pollution etc.
- Only 1 vehicular access point to the site this will surely lead to further traffic congestion
- Has any dialogue taken place with emergency services for their views?
- Need to revise a bypass scheme
- Lack of parking
- Lack of vehicle charging points
- Need an 'over track' footbridge
- Increase in litter
- Impact on drains
- Terracing
- Backland development
- Loss of open space
- Close proximity
- Devaluation of property
- Development not suitable for area
- Loss of Light
- Smell/fumes
- Noise
- Loss of privacy

PLANNING POLICY

48. 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.

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

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.

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

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

Policy 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.
3. Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise - taking into account whether:
 - Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole; or,
 - Specific policies in that Framework indicate that development should be restricted.

Policy SD2 – Strategic Development Needs

1. The following strategic growth needs have been identified for the period 2017/18 to 2031/32, which will be met through new sustainable development and infrastructure provision that integrates positively with the natural, built and historic environment of the Borough.
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.

Policy 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.
3. The approach to housing distribution has been developed to promote development in the most sustainable way. This will be achieved through:

- b. Supporting residential development on sites within the conurbation as defined by the limits to development which comprises the main settlements of Stockton, Billingham, Thornaby, Ingleby Barwick, Eaglescliffe and Yarm.
- 4. New dwellings within the countryside will not be supported unless they:
 - a. Are essential for farming, forestry or the operation of a rural based enterprise; or
 - b. Represent the optimal viable use of a heritage asset; or
 - c. Would re-use redundant or disused buildings and lead to an enhancement of the immediate setting; or
 - d. Are of an exceptional quality or innovative nature of design. Such a design should:
 - i. be truly outstanding or innovative, helping to raise standards of design more generally in rural areas;
 - ii. reflect the highest standards in architecture;
 - iii. significantly enhance its immediate setting; and
 - iv. be sensitive to the defining characteristics of the local area.

Policy 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.
 - e. Supporting development of an appropriate scale within the countryside where it does not harm its character and appearance, and provides for sport and recreation or development identified within policies SD3 and SD4.
 - f. Ensuring any new development within the countryside retains the physical identity and character of individual settlements.
 - i. Considering development proposals within green wedges against policy ENV6.
 - j. Ensuring development proposals are responsive to the landscape, mitigating their visual impact where necessary. Developments will not be permitted where they would lead to unacceptable impacts on the character and distinctiveness of the Borough's landscape unless the benefits of the development clearly outweigh any harm. Wherever possible, developments should include measures to enhance, restore and create special features of the landscape.
 - k. Supporting proposals within the Tees Heritage Park which seek to increase access, promote the area as a leisure and recreation destination, improve the natural environment and landscape character, protect and enhance cultural and historic assets, and, promote understanding and community involvement.
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.
 - 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.

Policy SD7- Infrastructure Delivery and Viability

1. The Council will ensure appropriate infrastructure is delivered when it is required so it can support new development. Where appropriate and through a range of means, the Council will seek to improve any deficiencies in the current level of infrastructure provision. The Council will also work together with other public sector organisations, within and beyond the Borough, to achieve funding for other necessary items of infrastructure.
2. New development will be required to contribute to infrastructure provision to meet the impact of that growth through the use of planning obligations and other means including the Community Infrastructure Levy (CIL). Planning obligations will be sought where:

- a. It is not possible to address unacceptable impacts through the use of a condition; and,
- b. The contributions are:
 - i Necessary to make the development acceptable in planning terms;
 - ii Directly related to the development; and
 - iii Fairly and reasonably related in scale and kind to the development.

Policy 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.

Housing Policy 1 (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.
- Regenerated River Tees Corridor Allocations
3. The following sites within the Regenerated River Tees Corridor are allocated for housing development as illustrated on the Policies Map:

Site Location/Name	Area (ha)	Total Dwellings (approx)
E2 Allens West	40.9	845

Policy H4 – Meeting Housing Needs

1. Sustainable residential communities will be created by requiring developers to provide a mix and balance of good quality housing of appropriate sizes, types and tenures which reflects local needs and demand, having regard to the Strategic Housing Market Assessment, its successor documents or appropriate supporting documents.
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.
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:
 - a. All options for securing on-site provision of affordable housing have been explored and exhausted;or

- b. 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
 - c. The proposal involves a conversion of a building which is not able to accommodate units of the size and type required; or
 - d. 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 on-site and calculated with regard to the Affordable Housing Supplementary Planning Document 8 or any successor.

Policy 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.
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.
6. Disposal to combined sewers should be the last resort once all other methods have been explored.

Policy 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.
2. The Council will preserve, restore and re-create priority habitats alongside the protection and recovery of priority species.
3. Ecological networks and wildlife corridors will be protected, enhanced and extended. A principal aim will be to link sites of biodiversity importance by avoiding or repairing the fragmentation and isolation of natural habitats.
- c. Locally designated sites: Development that would have an adverse effect on a site(s) will not be permitted unless the benefits of the development clearly outweigh the harm to the conservation interest of the site and no reasonable alternatives are available. All options should be explored for retaining the most valuable parts of the sites interest as part of the development proposal with particular consideration given to conserving irreplaceable features or habitats, and those that cannot readily be recreated within a reasonably short timescale, for example ancient woodland and geological formations. Where development on a site is approved, mitigation or where necessary, compensatory measures, will be required in order to make development acceptable in planning terms.
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.

Policy 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.

Policy HE2 - Conserving and Enhancing Stockton's Heritage Assets

1. In order to promote and enhance local distinctiveness, the Council will support proposals which positively respond to and enhance heritage assets.

6. The following are designated heritage assets:

- c. Conservation Areas - Billingham Green; Bute Street; Cowpen Bewley; Eaglescliffe with Preston; Egglescliffe, Hartburn; Norton; Stockton Town Centre; Thornaby Green; Wolviston and Yarm
- d. Listed Buildings

9. Where the Council identifies a building, monument, ruin, site, place, area or landscape as having significance because of its heritage interest, it will be considered a heritage asset.

MATERIAL PLANNING CONSIDERATIONS

50. The main considerations of this application relate to the details of the proposed development, its access, appearance, landscaping, layout and scale and its relationship to existing development and whether it satisfies the requirements of the Development Plan Policies.

Site characteristics, detailed design and relationship and impact on existing development

51. The application site already has the benefit of outline consent and therefore the principle of the development has been established. This application is concerned with the reserved matters only and relates to the form and design of the development as a whole including parking provision.

52. The outline approval set a development threshold of 845 dwellings and the Illustrative Masterplan that accompanied the Outline Planning Application set out a number of design principles and it is considered that the proposed scheme has satisfactorily incorporated these requirements into the design and overall layout.

53. The proposed housing layout incorporates a mix of house types using a palette of materials to assist the definition of building groups within the development and add variety and interest to the streetscape. The dwellings themselves consist of a range of house types and the proposed layout has been designed to ensure that adequate distances are met. 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 overlooking and it is considered that the proposal is satisfactory in its relationship to existing development in the vicinity. It is considered to ensure the amenity of future occupiers are safeguarded and in the interest of ensuring retention of the landscaping and boundary treatments, that the permitted development rights for alteration/ extensions to the dwelling houses are removed as well as permitted development rights for the erection of boundary treatments.

54. 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.

55. 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.

56. The proposed vehicular access is acceptable and the internal road layout features a hierarchy of roads which enables a legible route in and around the site. In addition to the above access point, including pedestrian footways, a network of footpaths enables further links into the site and the opportunity to move around within the development.

57. The dwelling frontages are orientated to provide a high level of natural passive surveillance to the streets and spaces with clear definition between the public and private realm. The proposed house types comprise a mix of 2, 3 and 4 bedroom properties, including detached, semi detached and terraced dwellings which are two storeys in height, with some 2.5 storey dwellings introduced across the site. This is in line with the indicative housing schedule and Design and Access Statement which accompanied the original outline application. The development will comprise a range of enclosures.

58. The engineering of the site introduces new SUDS ponds to assist with the attenuation of the surface and ground water run-off, in the interests of not surcharging the local surface water drainage.

Other Matters

59. As part of the outline consent, the applicant entered into a Section 106 Agreement to provide a financial contribution for the additional school places and highways improvements.

60. A number of conditions were also attached to the outline consent covering amongst others flooding, ecology, drainage, phasing and contaminated land. These conditions will still be required to be fully met by the developer.

61. A number of objections have been raised by local residents which are summarised earlier in this report and which are considered to relate primarily to the principle of development which has already been established by the granting of outline planning permission. The issues and matters raised were fully considered and addressed as part of the original outline planning permission.

62. External consultees have also confirmed that they are satisfied with the proposal and raise no objections subject to appropriate controlling conditions.

63. In terms of the implications on school places and highways and other services, these factors were considered in detail when determining the acceptability of the principle of development at the Outline stage and the applicant entered into a Section 106 Agreement to provide contributions for additional school places should they be required and to fund any necessary off-site highway works.

64. With regards to the non-residential uses, whilst included in the description of development on the outline application, these have not been put forward by the applicant and the outline planning approval does not require their provision within a detailed scheme. Condition 10 attached to the Outline consent sought to control the amount of non-residential uses setting a maxima that the total development regarding the community and retail use should not exceed the area listed but does not provide any minimum requirement for any non-residential uses. The application site is considered to be a sustainable site being located in the limits to development and previously developed land and benefits from good connectivity via sustainable transport methods (walking,

cycling and public transport) with facilities and amenities located within the local area. Furthermore, the Allens West Train Station is located south of the application site, offering access to a range of other towns and destinations and rail connections to national destinations. As such, residents of the proposed development will have access to a wide range of local and regional services, all of which are accessible by means of sustainable transport options. Furthermore the site is an allocated site for housing in the Local Plan and will significantly contribute to the Borough's housing supply including the delivery of much needed affordable housing.

65. Several comments have been made regarding the contamination of the site as a result of its former use as a recycling place for WWII aircraft. Condition 33 attached to the outline consent requires that the necessary risk assessment and site investigation works are carried out prior to the commencement of development to understand the potential for contamination on site. If any contamination is found, a remediation strategy and verification report is required. The Environment Agency and the Council's Contamination Officer have considered the proposal and raise no objection subject to the imposition of the controlling conditions.

66. In terms of ecology an Ecological Review of the site was carried out and protected species on site (Great Crested Newts and Bats) were identified. Other species present included a Dingy Skipper. The report concluded that significant ecological impacts were not anticipated, subject to the implementation of the specific mitigation measures proposed in the Environmental Statement. After full and proper consideration of the ecological review the outline planning application was approved subject to meeting a number of ecological conditions. The mitigation strategy involved translocating the newts from the Allen's West site to specially constructed and enhanced habitat in Coatham Woods. This was in addition to the habitat creation work which was being undertaken independently of this project at the former Elementis Nature Reserve. Natural England examined the proposal and advised that the proposal was unlikely to have an adverse effect on protected species subject to the imposition of conditions to provide the control sought by Natural England which were duly applied.

67. The required off-site habitat creation has been completed alongside the translocation of the newts to the land to the north so all that remains is to provide some habitat within the site itself. In terms of the current reserved matters application this is accompanied by two updated ecology summaries along with an updated bat survey which outline the current position and detail the range of additional surveys/works which have taken place since the outline planning application was approved and the recommendations are subject to a condition.

68. To assist delivery of a walking and cycling network as close as possible to the historic line of the 1825 Stockton and Darlington Railway, the proposal provides a safeguarded route for a footpath/cycleway path which is welcomed by the Friends of Stockton and Darlington Railway.

69. A Noise Assessment accompanies the application which has been considered by the Environmental Health Manager and raises no objection subject to a condition. In terms of air quality impact, the Environmental Health Manager has considered the proposal and raised no objection on this matter.

70. In terms of surface water management and flood risk, the Environment Agency, the Council's Surface Water Management Team and Northumbria Water have raised no objections subject to

the imposition of the previous recommended conditions and informatives and the proposed development would conform to local and national policy on these matters.

71. In respect of archaeology the proposal has been considered by Tees Archaeology who raise no objection subject to adherence to the previous condition.

72. In terms of Policy ENV1 – Energy Efficiency and the reference to integrating of climate change mitigation and adaptation into housing design, in order to fully reflect the objectives of ENV1, the applicant has submitted an Energy Statement and the Council’s Principal Environment Officer has considered the proposal and raises no objection.

73. In accordance with the requirements of Local Plan Policy TI3 a condition is recommended in relation to internet ducting.

Means of Access, Parking and Traffic Issues

74. The proposed development has been designed in accordance with the Council’s Design Guide and Specification. The site benefits from an extant outline planning approval, therefore the principle of development in this location has already been considered and accepted. The Technical Note, submitted in support of the site access proposals, demonstrates that the site access will operate within capacity and it is therefore considered that a single primary point of access, to serve the development, is acceptable. A second emergency access will be provided, in the form of a cycleway link, and this is also considered to be acceptable. 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.

CONCLUSION

75. 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 and therefore the recommendation is to approve the application subject to the conditions set out in the report.

Director of Finance, Development and Business Services
Contact Officer Gregory Archer Telephone No 01642 526052

WARD AND WARD COUNCILLORS

Ward	Eaglescliffe
Ward Councillor	Councillor Stefan Houghton
Ward Councillor	Councillor Laura Tunney
Ward Councillor	Councillor Jacqueline Bright

IMPLICATIONS

Financial Implications:As report

Environmental Implications:As report

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

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

Background Papers

The Town and Country Planning Act 1990.

National Planning Policy Framework

Stockton-on-Tees Local Plan

Planning Application reference 11/2842/EIS