

DELEGATED

**AGENDA NO
PLANNING COMMITTEE**

24 November 2021

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

20/2408/OUT

Land West Of Maynard Grove, Wynyard, TS22 5SP

Application for outline planning application with all matters reserved except access for the erection of up to 130 dwellings and new local centre with associated landscaping and ancillary works.

SUMMARY

The application site extends to approx. 13.5ha and comprises a mix of agricultural land and mature coniferous plantations lying north west of Wynyard Hall. The site is within the defined development limits and was included within the red line edge of application ref 13/0342/EIS which gained consent for up to 500 houses, primary school (inc sport facilities) and nursery, retail units (up to 500 sqm), doctors surgery and community facilities. The principle of residential development within this location has therefore been established.

The application is for up to 130 dwellings, in addition to the already approved 500 homes under commitment W1 of Policy H1. It also includes the provision of a local centre up to 1000 sqm.

A total of 11 letters of objection have been raised.

The planning application is for a development where the principle of housing on the site has already been established within the adopted Local Plan. 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 character of the area, amenity of any adjacent neighbours or highway safety.

The technical consultees and officers have reviewed all the supporting information and have, on balance, concluded that the proposed development would result in a satisfactory form of development subject to the imposition of the recommended conditions and a Section 106 agreement. The application currently has a holding objection from National Highways until completion of the Road Safety Audit, which is in the latter stages.

The proposed development would also offer both economic and social benefits through the construction of the homes, commercial units, provision of the onsite provision of open space and community centre. These are all benefits which weigh in favour of the proposal albeit they need to be balanced against other material planning considerations.

To summarise, the proposal is deemed to be in accordance with policies in the Development Plan and therefore the recommendation is to approve the application subject to the Heads of Terms and conditions set out in the report below.

RECOMMENDATION

That planning application 20/2408/OUT be approved subject to withdrawal of the holding objection from National Highways and the applicant entering into a Section 106 Agreement, in accordance with the conditions, informatives and Heads of Terms detailed below;

CONDITIONS

For the full list of recommended conditions and informatives, please see appendix 2

HEADS OF TERMS

- Delivery of the local centre (maximum 1000 sqm)
- Community Centre 100m² useable floor space to be provided and made available
- Highways Infrastructure
- £28,256 NHS Contribution
- £1,510,600 offsite contribution to the provision of 26 affordable housing units elsewhere in the Stockton Borough.
- Onsite provision of 0.6ha of Public Open Space
- Primary School contribution, £311,480 (maximum) less discounted surplus places
- Secondary School contribution, £388,180 (maximum) less discounted surplus places
- Local Labour Agreement

BACKGROUND

1. Application reference 13/0342/EIS related to an outline application with all matters reserved for the construction of up to 500 houses, Primary School (inc Sport Facilities) and nursery, Retail Units (up to 500 sqm), Doctors Surgery, Community Facilities, access and associated landscaping, footpaths and open space. It encompassed the current application site, as well as a wider parcel of land to deliver 500no dwellings. The provision of the 500 has been/ will be delivered through the already approved reserved matters applications
2. Initially, application ref. 13/0342/EIS sought outline consent for 650no units but was subsequently reduced to 500no dwellings due to highway issues relating to the A19 and A689.
3. The primary school was delivered through a standalone permission (ref 17/0526/FUL).

SITE AND SURROUNDINGS

4. The application site extends to approx. 13.5ha and comprises a mix of agricultural land and over-mature coniferous plantations lying north west of Wynyard Hall. It is bounded by Wynyard Village to the north and east, the Castle Eden Walkway to the west and to the south by further farmland and woodland, forming part of the Registered Park and Garden associated with the Grade II* Listed Wynyard Hall. Access to the site is via existing village roads and then onto the A689.

PROPOSAL

5. This is an outline application, with all matters reserved, except for access. The proposal consists of 130 dwellings and new local centre with associated landscaping and ancillary works.
6. The proposal at this stage does not set out a detailed design solution for the site as the application is in outline with all matters reserved for future consideration, with the exception of access. However, in order to address the Local Planning Authority's concerns on the potential form and quality of the development, the Design and Access Statement provides a planning and design framework for development on the site. It is not intended as a prescriptive document but sets out a number of urban design principles that future developers would be expected to meet.

CONSULTATIONS

7. The following Consultations were notified and any comments received are set out below (in summary):-
8. National Highways - Recommend that planning permission not be granted for a specified period to allow for further assessment to ensure that A19 trunk road continues to serve its purpose. The recommendation shall be maintained until 10 December 2021 or until sufficient information has been received to enable Highways England to reach an alternative view.
9. Tees Archaeology - the Archaeological Assessment and the Heritage Statement are both satisfactory. On the basis of the Archaeological Assessment there is no need for any further archaeological involvement with the site and there are no objection to the application.
10. Highways Transport & Design Manager - No objections. Full response included within Appendix 1.
11. SBC Education – No objections and recommend that a contribution to Primary and Secondary School places be secured in line with the Council’s standard formula equating to a maximum of;
 - Primary - £311,480, less discounted surplus places
 - Secondary - £388,180, less discounted surplus places
12. Environmental Health Unit - Agree with the recommendations for a phase 2 intrusive investigation. This should include the assessment of soil, ground gases, ground water levels and asbestos, using a sampling strategy to further assess the potential pollutant linkages.
13. Northumbrian Water Limited - An enquiry was received by Northumbrian Water from the applicant for allowable discharge rates and connection points into the public sewer for the proposed development.

The proposed connection points are to an unadopted sewerage network and subject to the applicant gaining approval from the owners of the private sewers to connect at the preferred locations, we can confirm that the public sewerage network downstream of the currently private network is able to accommodate the foul only flows. Because the applicant has not submitted a detailed drainage scheme with the application, NWL request a condition to control this detail.

We have identified that the surface water flow should discharge directly to the local watercourse. We therefore suggest that you contact either the Environment Agency or Lead Local Flood Authority, as appropriate, to discuss this in further detail. With regards to the management of surface water, we would have no further comments to make provided all surface water discharges directly to the watercourse.
14. Northern Gas Networks - No comments
15. The Gardens Trust - There is considerable history on earlier proposals here and we think that the woodland block to the north-west corner of the registered landscape area is robust enough to buffer the effects of the proposed development. Any impact on the setting of the park and garden is therefore likely to be minimal due to the nature of this north-west boundary.
16. Hartlepool Borough Council - No objections.
17. NHS - 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 publicly. 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, which equates to £28,256

18. Chief Fire Officer (Cleveland Fire Brigade) - no representations regarding the development as proposed.
19. Tees Valley Local Access Forum - There is no mention of any specific segregated provision for cycling within the proposed development, particularly as there is to be a Local Centre. It is important that properly segregated cycle tracks are created alongside the access road to, as well as the ancillary roads within this development helping to encourage more people to travel shorter distances on bicycles rather than in motor vehicles. It is better that such provision is designed at the planning stage and not retro-fitted.

PUBLICITY

20. Neighbours were notified, a site notice erected and a press advert was published. A total of 11 objections have been received and the main reasons for objections can be summarised as follows;

1. Mrs Amanda Baines 3 Black Wood Wynyard
 2. Mrs Kit Lofthouse 3 Harestones Wynyard
 3. Dr uzma olbrich 53 Maynard Grove Wynyard
 4. Mrs Kate Millman 36 The Plantations Wynyard
 5. Mrs Jessica Masterson 34 Black Wood Wynyard
 6. Mr Michael Illingworth 4 Fox Covert Close Wynyard
 7. Mrs Jacqueline Rowell 9 Maynard Grove Wynyard
 8. Mrs Joanne Corlett 32 The Plantations Wynyard
 9. Mr Paul Card 20 The Plantations Wynyard
 10. Mrs Mandy Dixon 3 Maynard Grove Wynyard
 11. Mrs Rebecca Royds-Gosney 8 Paddock Green Wynyard
- The infrastructure for 130 is not there
 - The primary school is full.
 - There are no plans for a secondary school.
 - No transport links for sixth form wider options.
 - No transport for wider use , other than the Tees Flex which is limited .
 - Traffic on Wynyard Woods will be increased .
 - This will also lead to further destruction of the woodlands.
 - Wynyard was supposed to be a village.
 - No community facilities to support any more houses.
 - School does not provide community use during the day and only limited occasions. The cost associated are also prohibitive
 - The existing Sports Facilities at the school are currently unusable - the pitch has drainage issues and is still not yet fit for purpose.
 - This application also includes commercial floorspace (up to 1000sqm) which is DOUBLE the original consent.
 - This application should be approved without reference to both the Local Plan and the Wynyard Master Plan.
 - This is 130 more dwellings than are allocated in the Local Plan.

- The housing density and nature must have been changed from that which was agreed. That, or the amount of open space and landscaping has been significantly reduced from what was agreed.
- Who is managing the existing developments and the failure to deliver against what is in the existing approved planning.
- This application contravenes the Wynyard Master Plan
- Even with ongoing improvements to access roads, highways access will be unsuitable for the volume of traffic.

PLANNING POLICY

21. Where an adopted or approved development plan contains relevant policies, Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that an application for planning permissions shall be determined in accordance with the Development Plan(s) for the area, unless material considerations indicate otherwise. In this case the relevant Development Plan is the Stockton on Tees Borough Council Local Plan 2019.
22. 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

23. 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.
24. 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

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

Strategic Development Strategy Policy 1 (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.

Strategic Development Strategy Policy 3 (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.

Strategic Development Strategy Policy 5 (SD5) - Natural, Built and Historic Environment

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

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

- a) Ensuring that development proposals adhere to the sustainable design principles identified within Policy SD8.
- c) Protecting and enhancing green infrastructure networks and assets, alongside the preservation, restoration and re-creation of priority habitats, ecological networks and the protection and recovery of priority species.
- d) Enhancing woodlands and supporting the increase of tree cover where appropriate.
- 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.
- l) Preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of ground, air, water, light or noise pollution or land instability. Wherever possible proposals should seek to improve ground, air and water quality.
- m) Encouraging the reduction, reuse and recycling of waste, and the use of locally sourced materials.

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

- a. Directing development in accordance with Policies SD3 and SD4.
- b. Delivering an effective and efficient sustainable transport network to deliver genuine alternatives to the private car.
- c. Supporting sustainable water management within development proposals.
- d. Directing new development towards areas of low flood risk (Flood Zone 1), ensuring flood risk is not increased elsewhere, and working with developers and partners to reduce flood risk.

- e. Ensuring development takes into account the risks and opportunities associated with future changes to the climate and are adaptable to changing social, technological and economic conditions such as incorporating suitable and effective climate change adaptation principles.
- f. Ensuring development minimises the effects of climate change and encourage new development to meet the highest feasible environmental standards.
- g. Supporting and encouraging sensitive energy efficiency improvements to existing buildings.
- h. Supporting proposals for renewable and low carbon energy schemes including the generation and supply of decentralised energy.

Strategic Development Strategy Policy 7 (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.

Strategic Development Strategy Policy 8 (SD8) - Sustainable Design Principles

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

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

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

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

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

Natural, Built and Historic Environment Policy 1 (ENV1) - Energy Efficiency

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

The Council will:

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

Domestic

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

- a. Submit an energy statement identifying the predicted energy consumption and associated CO₂ emissions of the development and demonstrating how the energy hierarchy has been applied to make the fullest contribution to greenhouse gas emissions reduction; and
- b. Achieve a 10% reduction in CO₂ emissions over and above current building regulations. Where this is not achieved, development will be required to provide at least 10% of the total predicted energy requirements of the development from renewable energy sources, either on site or in the locality of the development.

Natural, Built and Historic Environment Policy 4 (ENV4) - Reducing and Mitigating Flood Risk

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

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

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

- a. Opportunities are taken to mitigate the risk of flooding elsewhere;
- b. Foul and surface water flows are separated;
- c. Appropriate surface water drainage mitigation measures are incorporated and Sustainable Drainage Systems (SuDS) are prioritised; and
- d. SuDS have regard to Tees Valley Authorities Local Standards for Sustainable Drainage (2015) or successor document.

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

- a. To an infiltration or soak away system; then,
- b. To a watercourse open or closed; then,
- c. To a sewer.

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

9. Sustainable Drainage Systems (SuDS) should be provided on major development (residential development comprising 10 dwellings or more and other equivalent commercial development) unless demonstrated to be inappropriate. The incorporation of SuDS should be integral to the design process and be integrated with green infrastructure. Where SuDS are provided, arrangements must be put in place for their whole life management and maintenance.

Natural, Built and Historic Environment Policy 5 (ENV) - Preserve, Protect and Enhance Ecological Networks, Biodiversity and Geodiversity

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.

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

6. When proposing habitat creation it will be important to consider existing habitats and species as well as opportunities identified in the relevant Biodiversity Opportunity Areas. This will assist in ensuring proposals accord with the 'landscape scale' approach and support ecological networks.

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.

Natural, Built and Historic Environment Policy 6 (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.

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

Natural, Built and Historic Environment Policy 7 (ENV7) - Ground, Air, Water, Noise and Light Pollution

1. All development proposals that may cause groundwater, surface water, air (including odour), noise or light pollution either individually or cumulatively will be required to incorporate measures as appropriate to prevent or reduce their pollution so as not to cause unacceptable impacts on the living conditions of all existing and potential future occupants of land and buildings, the character and appearance of the surrounding area and the environment.
2. Development that may be sensitive to existing or potentially polluting sources will not be sited in proximity to such sources. Potentially polluting development will not be sited near to sensitive developments or areas unless satisfactory mitigation measures can be demonstrated.
3. Where development has the potential to lead to significant pollution either individually or cumulatively, proposals should be accompanied by a full and detailed assessment of the likely impacts. Development will not be permitted when it is considered that unacceptable effects will be imposed on human health, or the environment, taking into account the cumulative effects of other proposed or existing sources of pollution in the vicinity. Development will only be approved where suitable mitigation can be achieved that would bring pollution within acceptable levels.
4. Where future users or occupiers of a development would be affected by contamination or stability issues, or where contamination may present a risk to the water environment, proposals must demonstrate via site investigation/assessment that:
 - a. Any issues will be satisfactorily addressed by appropriate mitigation measures to ensure that the site is suitable for the proposed use, and does not result in unacceptable risks which would adversely impact upon human health and the environment; and
 - b. Demonstrate that development will not cause the site or the surrounding environment to become contaminated and/or unstable.

Housing Policy 4 (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.
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
9. To ensure that homes provide quality living environments for residents both now and in the future and to help deliver sustainable communities, from the 1st April 2019 the following Optional Standards will apply, subject to consideration of site suitability, the feasibility of meeting the standards (taking into account the size, location and type of dwellings proposed) and site viability:
 - a. 50% of new homes to meet Building Regulation M4 (2) "Category 2 - accessible and adaptable dwellings".
 - b. 8% of new dwellings to meet Building Regulation M4(3) "Category 3 - Wheelchair User Dwellings". Where the local authority is responsible for allocating or nominating a person to live in that dwelling, homes should meet building regulation M4 (3) (2) (b). When providing

for wheelchair user housing, early discussion with the Council is required to obtain the most up-to-date information on specific need in the local area.

Policy H3 - Wynyard Sustainable Settlement

Proposals for the growth of Wynyard Village (south of the A689) and Wynyard Park (North of the A689) will be coordinated to deliver a sustainable settlement. Proposals for development should:

1. Deliver approximately 1,644 new dwellings within Stockton-on-Tees Borough, with 544 dwellings at Wynyard Village (Policy H1.2.W1 and H1.2.W2) and approximately 1,100 dwellings (Policy H1.7) on Wynyard Park.
2. Provide education facilities, including the delivery of a primary school within Wynyard Village.
3. Provide community infrastructure of an appropriate scale to meet the day to day needs of Wynyard residents.
4. Deliver the following highway junction improvements:
 - a. Signalisation of roundabout junctions on the A689 at Wynyard Avenue; The Wynd/Hanzard Drive; and The Wynd/The Meadows, to deliver sites with planning permission as identified in H3.1.
 - b. Works to the A689/A19 interchange which are required for the development of the remaining allocated land at Wynyard Park (Policy H1.7).
5. Provide a range of homes in accordance with Policy H4, with the exception of:
 - a. Wynyard Village (Policy H1.2.W1) which will provide an executive housing offer, with off-site affordable housing.
 - b. Wellington Drive (Policy H1.2.W2) which will provide executive housing in a low density setting, with off-site affordable housing, as well as opportunities for enhancement of the associated golf course and delivery of a five star hotel.
6. Provide green infrastructure and open space in accordance with ENV6.
7. Identify a clearly defined street hierarchy and accessible, convenient and safe routes for pedestrians, cyclists and other uses, this will include:
 - a. The provision of routes for pedestrian and cycle movement within the Wynyard area, including the pedestrian and cycleway bridge over the A689 along the route safeguarded within Policy T1.
 - b. Improved linkages to the conurbation, including a pedestrian and cycleway along the existing public rights of way to Wynyard Road along the route safeguarded within Policy T1.
 - c. Improved linkages to the Castle Eden Walkway and Wynyard Woodland Park.
 - d. Where appropriate, connections to development located within Hartlepool Borough.
8. Utilise Design Codes detailing important design elements for the development to ensure a consistent approach to quality standards.
9. Avoid unacceptable harm to and maximise possible enhancements to the significance of heritage assets. Development must be designed to ensure that the significance of Wynyard Park Registered Park and Garden and other heritage assets is not harmed and where possible enhanced.
10. Recognise and respect the unique character of Wynyard Village which is defined by its layout, leisure offer and low density executive housing.

11. Create a community at Wynyard Park with its own identity and sense of place which responds appropriately to local patterns of development and green infrastructure.

Development of allocated land at Wynyard Park, and any significant further growth in housing numbers on planning commitments, must be implemented in a coordinated and timely manner in accordance with an Infrastructure Phasing and Delivery schedule as part of a masterplan for the Wynyard area. The following approach will be taken to the delivery of infrastructure:

12. Where required, contributions towards the shared infrastructure required to deliver a sustainable community at Wynyard Park (Policy H1.7) shall be made on a proportionate basis per home taking in to account further residential growth in Hartlepool Borough.

13. The Council will work proactively with developers to identify and agree reasonable triggers for the delivery of key infrastructure which allows development to progress whilst the impact of the development is appropriately mitigated.

Transport and Infrastructure Policy 1 (T11) - Transport Infrastructure

Delivering A Sustainable Transport Network

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

4. Sites and routes which will play a role in developing infrastructure to widen transport choice will be safeguarded from development which would impact negatively on their delivery or attractiveness to potential users; routes include:

- e. Cycleway/footbridge across the A689 (via a bridge) to connect with the wider cycleway network at Wynyard Road; and

Highways Infrastructure

6. To support economic growth, it is essential that the road network is safe and that journey times are reliable. The Council will seek to provide an efficient and extensive transport network which enables services and facilities to be accessible to all, accommodate the efficient delivery of goods and supplies, whilst also minimising congestion and the environmental impact of transport.

7. Targeted improvements will be delivered at the following priority locations (routes are safeguarded where identified):

- a. Strategic road network:
 - i. A66 (including A66 Elton Interchange);
 - ii. A19 Widening Norton to A689 (route safeguarded);
 - iii. A19/A689 Interchange; and
 - iv. A19/A67 Interchange (Crathorne).

New Development

10. Existing sustainable transport and public transport infrastructure will be protected from development which would impair its function or attractiveness to users.

11. To assist consideration of transport impacts, improve accessibility and safety for all modes of travel associated with development proposals, the Council will require, as appropriate, a Transport Statement or Transport Assessment and a Travel Plan.

12. The Council and its partners will seek to ensure that all new development, where appropriate, which generate significant movements are located where the need to travel can be minimised, where practical gives priority to pedestrian and cycle movements, provides access to high quality

public transport facilities and offers prospective residents and/or users with genuine sustainable transport options. This will be achieved by seeking to ensure that:

- a. Transport choices are widened and the use of sustainable transport modes are maximised. New developments provide access to existing sustainable and public transport networks and hubs. Where appropriate, networks are extended and new hubs created. When considering how best to serve new developments, measures make best use of capacity on existing bus services before proposing new services and consideration is given to increasing the frequency of existing services or providing feeder services within the main network.
- b. Suitable access is provided for all people, including those with disabilities, to all modes of transport.
- c. Sufficient accessible, and convenient operational and non-operational parking for vehicles and cycles is provided, and where practicable, incorporates facilities for charging plug-in and other ultra-low emission vehicles. Any new or revised parking provision is of sufficient size and of a layout to facilitate it's safe and efficient operation.
- d. Appropriate infrastructure is provided which supports Travel Demand Management to reduce travel by the private car and incentivises the use of sustainable transport options.
- e. New development incorporates safe and secure layouts which minimises conflict between traffic, cyclists or pedestrians.

13. The Council's approach to transport infrastructure provision is set out in Policy SD7.

Transport and Infrastructure Policy 3 (TI3) - Communications Infrastructure

1. The Council supports the expansion of communications networks, including telecommunications and high speed broadband; especially where this addresses gaps in coverage.

7. Developers should demonstrate how proposals for new homes, employment or main town centre uses will contribute to and be compatible with local fibre and internet connectivity.

Historic Environment Policy 2 (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.

2. Where development has the potential to affect heritage asset(s) the Council require applicants to undertake an assessment that describes the significance of the asset(s) affected, including any contribution made by their setting. Appropriate desk-based assessment and, where necessary, field evaluation will also be required where development on a site which includes or has the potential to include heritage assets with archaeological interest. Applicants are required to detail how the proposal has been informed by assessments undertaken.

3. Development proposals should conserve and enhance heritage assets, including their setting, in a manner appropriate to their significance. Where development will lead to harm to or loss of significance of a designated or non-designated heritage asset the proposal will be considered in accordance with Policy SD8, other relevant Development Plan policies and prevailing national planning policy.

MATERIAL PLANNING CONSIDERATIONS

26. The main planning considerations of this application are the compliance of the proposal with national and local planning policy and the impacts of the development upon the character and appearance of the area, Wynyard Historic Park, the impact on the privacy and amenity of neighbouring residents, the impact on the highway network and highway safety, flood risk, archaeology, ecology and nature conservation.

Procedure: EIA

27. A formal screening opinion was submitted in November 2019. The LPA concluded that there would be no significant environmental effects likely to warrant submission of an EIA. in accordance with Section 5 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017. Stockton on Tees Borough Council as the Local Planning Authority has adopted an opinion to the effect that the development is not considered EIA development

Procedure: Statement of Community Involvement

28. The Localism Act 2011, Part 6 Chapter 4 Clause 122(61W) sets out a requirement to carry out preapplication consultation. In addition to the consultation with Stakeholders the applicants distributed approximately 200 flyers, displayed site notices, provided a dedicated website and distributed flyers and a covering letter. Following the consultation 8 letters were received. The applicant summaries the feedback as follows;

“Of the 8 responses received to date, all responses raised concerns with the particular aspects of the proposals, although 2 responses did comment positively on other aspects. Some of the comments did, however, indicate that they would not be in objection to the development if their concerns were overcome”.

29. It is considered that the scope of public consultation is proportionate and is largely compliant with the aims of the Localism Act 2011.

Principle of development;

30. The National Planning Policy Framework (NPPF) sets out the governments objectives for the planning system and in particular those for achieving sustainable development. The three dimensions of sustainable development are economic, social and environmental. The NPPF also includes a number of core planning principles one of which is the need to identify and meet housing needs as well as respond positively to wider opportunities for growth.

31. As set out in policies H1 and H3 the Wynyard forms a significant proportion of the Councils identified 5 year housing supply, with the allocated land of which this site forms part of. Along with housing delivery of the WSUE, Wynyard is one of the key strategic sites for housing delivery under the current local plan and is one which remains highly important to maintaining a five-year supply of housing land.

Masterplan

32. The site is situated within the boundary of planning application 13/0342/EIS, which accepted the principle of residential development on this land and has been recognised as a commitment in Policy H1 of the Local Plan. The original outline consent was capped at 500 dwellings. Subsequently reserved matters planning permissions have been granted for the majority of the 500 homes, leaving an area of land where the principle of development has been accepted.

33. This issue was considered in the Wynyard Masterplan which identified that:

‘For completeness the Strategic Framework Plan provides an indicative layout of how the residual area of the planning commitment at Wynyard Village can be developed, as well as opportunities for a relocated Local Centre. This area falls within the planning commitment for Wynyard Village which has previously been limited to 500 dwellings due to highway capacity. Development would only be allowed to come forward where it is appropriately designed, that highway capacity has been demonstrated, and that the proposal contributes to the delivery of required infrastructure.’

34. Subject to the necessary controls the Highways Transport and Design Manager has not raised any objection to the highway’s capacity and impact. The holding direction from National

Highways predominantly relates to the associated highways works and the Road Safety Audit, which has now moved to the design stage. It is considered that, subject to the lifting of the holding direction, in accordance with Policy H3 and the Wynyard Masterplan the principle of development is acceptable.

Affordable housing

35. Policy H4 sets out the council's approach to affordable housing with the councils requirement to provide 20% of new homes to be affordable on sites of this scale and the presumption that affordable housing will be provided on site as part of an integrated within housing development to deliver balanced communities and this provision should be distributed across sites in small clusters of dwellings.
36. As set out within Policy H3 (5) (a) the affordable housing provision is not required to be provided on site, in lieu an off site contribution of 20% is required. The applicant has confirmed their acceptance of the contribution, as detailed within the above heads of terms. Following confirmation, the Councils Strategic Housing Manger has raised no objection to the provision on off-site affordable housing.

Education Provision

37. The concerns raised from residents about the requirement of Wynyard to have its own Secondary School and additional primary school are noted. However, the Councils School Place Planning Officer has confirmed that following a review of the current capacity within primary and secondary schools, it is at this present time considered that there is no need for additional schools. However, the Councils standard methodology has been applied with the less discounted surplus places at an agreed trigger point.
38. Notwithstanding this, The Masterplan recognises at some point a secondary school maybe required and would assist in the creating a more sustainable settlement. The Master Plan identifies potential locations for a secondary school.

Sustainability

39. The application site lies within the limits to development where development should generally be directed and given the location of the site adjacent to the urban area which has relatively accessible transport and footpath links, the site itself could be considered sustainable.
40. Concerns have been raised regarding the impact of the scheme on local infrastructure and comments from NHS England are noted and suggest that they would be unable to guarantee to provide sustainable health services in these areas in future, should contributions not be upheld by developers. No direct evidence has been put forward to state the services at present cannot cope with the development, and therefore it is considered that this in itself would not warrant refusal of the application and should it be considered necessary appropriate contributions can be sought through a Section 106 agreement.
41. Concerns have also been raised over the proposed increase of provision from up to 500sqm of commercial space to upto 1000sqm, as proposed. The application site, as shown within the Wynyard Masterplan is to provide a local centre. The principle of the local centre is therefore considered to be acceptable. The uplift of floor space, given this is inclusive of the community centre (100sqm) and the uplift of dwellings is not considered to be disproportionate and is reflective of the wider needs of the settlement and thus is deemed to be of an appropriate scale for a local centre.

Economic/Social Benefits

42. It is recognised that a benefit of the proposed development would boost the boroughs 5 year housing land supply. Furthermore, the development would provide a number of jobs in the

construction industry and supply chain in the short term and such benefits are consistent with the NPPF.

43. Through section 106 the application would assist in the delivery of a community facility as well as the provision of public open space and would contribute to existing infrastructure, NHS and affordable housing.
44. The site is within the limits of development. As set out above, there is no policy reason for refusal of the principle of development, nor does the Wynyard Masterplan seek to reject the principle of additional dwellings or provision of a local centre. The principle of development is therefore accepted.

Highway Considerations

45. As set out within the background section of this report the site already benefits from permission via the existing commitment W1, approved under application ref 13/0342/EIS. The application was originally submitted proposing 650 dwellings, this was subsequently reduced to 500. The proposed development would lift the number of dwelling to 630.
46. The Councils Highways Engineers have reviewed the proposed development, including the submitted Transport Assessment. Their full consultation response has been included within Appendix 1. However, a summary of their comments has been provided. Considering the journey time and queue length results, for both the AM and PM peak periods, it cannot be demonstrated that the proposed development would have a severe impact on the local road network, within the context of the NPPF.
47. It should however be noted that the proposed development is reliant on the mitigation at the A19 / A689 junction which has been identified as a requirement, as a part of the Local Plans for both Hartlepool and Stockton Borough Councils, to enable the Local Plan allocations within Wynyard to come forward.
48. However, as this site is over and above the original capped level of housing for the A689 highways improvements, should planning consent be granted for this site, it cannot come forward if the proposed triggers for the A689 mitigation measures (as set out in the approval decision for applications 13/0342/EIS and 14/2993/EIS) have been hit but the improvements have not been delivered.
49. Therefore, should this application be approved, there would be no highways objections in terms of the traffic generation and journey time impacts from the proposals subject to:
 - The A19 / A689 junction improvements being secured via a s106 Agreement, with a mechanism, if necessary, to re-coup monies from subsequent developments that benefit from the identified mitigation;
 - A Grampian condition being imposed, restricting development build out in line with the triggers for the delivery of the A689 junction.

Vehicle Access

50. Access to the proposed development will be via the existing Wynyard Village extension, connecting into Wynyard Village via Coppice Lane and as set out above the proposals would have a negligible impact on the internal junctions within Wynyard village. A site access layout plan has been submitted, drawing D-1001 Rev B, showing the connection from the site to the spine road within the existing Wynyard Village extension and a crossing point to provide a connection to the cycleway on the opposite side of the spine road. The site access proposals are therefore considered to be acceptable.

Layout/Parking

51. The applicant has submitted an Illustrative Masterplan, drawing N81:2192 002-P3, which is broadly acceptable as a layout in highway terms. It is noted that as part of any Reserved Matters application that there will be the need for potential traffic calming to be developed in accordance Section 8 of the TVDG. It is recommended that such features be designed to improve the street scene promoting gateway features, priority systems and/or chicane stagger designs rather than raised tables and humps. The Reserved Matters application will be expected to demonstrate compliance with SPD3.

Sustainable Travel

52. The original proposals for applications 13/0342/EIS and 14/2993/EIS, and the now adopted Wynyard Masterplan, required a Cycleway / Footway Bridge over the A689 and linkages up to Wynyard Road (and onwards via the existing highway network to Billingham). As this application is also reliant on the provision of the Cycleway / Footway Bridge over the A689, and the linkages identified, to provide connectivity to the wider area restrictions will be placed on the development build out, via a Grampian condition, until these works have;

- been secured via a s278 Agreement and / or
- none repayable external funding has been secured to deliver the works.

53. Application 13/0342/EIS, and the now adopted Wynyard Masterplan identifies the creation of a cycle / pedestrian connection to the former railway footpath (National Cycle Network Route 1/ Bridleway No. 14), known locally as the Castle Eden Walkway. The current application must provide a connection, through the site, that links the cycleway within the current development (17/277/REM), to the west of the proposed development. In order to facilitate use of this connection, by both pedestrians and cyclists, a minimum surfaced width of 3m will be required to be constructed to adoptable standards, including Street Lighting.

54. The submitted Illustrative Masterplan, drawing N81:2192 002-P3, does not show any links between the cycleway within the existing development (17/277/REM), to the west of the proposed development and the former railway footpath, known as the Castle Eden Walkway. However, sufficient space exists to provide these connections and they can be included within a future reserved matters application and these works should be secured via the S.106 Agreement.

55. There are currently no commercial bus service serving Wynyard Village however, a shuttle bus service has been secured through the s106 Agreements for applications 14/2993/EIS and 14/0342/EIS which operates between Wynyard Park, Wynyard Village, Billingham town centre and Billingham train station. The nearest bus stop to the proposed development is located at The Stables pub / restaurant, which is located approximately 1km (15-minute walk) from the site location. In order to provide a more sustainable development, should this application be approved, the existing shuttle bus service should be extended to incorporate the currently ongoing development to the west of the proposals which would bring the bus service within the recommended 400m walking distances of the proposals. This requirement should be secured via a s106 Agreement.

56. The Tees Valley Local Access Forums comments are noted, however it is considered that this would be addressed through the submission of the reserved matters It is recommended that a travel plan is conditioned, which should also include the monitoring strategy.

Landscape and Appearance

57. The National Planning Policy Framework para. 130 requires that developments should not only maintain a strong sense of place but should improve the quality of the area. Developments should also be visually attractive as a result of good architecture, layout and appropriate and effective landscaping. The site is located on the western edge of the Wynyard residential

development. It is a site allocated for housing within the Wynyard Masterplan, and therefore the principle of residential development is already established.

58. The application is an outline application, all matters reserved except for access. The indicative layout reflects the character, layout and style of development already found within Wynyard, which comprises pockets of residential development surrounded by woodland buffers, which largely screen the site from external viewpoints.
59. The proposed development will lie near the Castle Eden Walkway on the western boundary of the site. The submitted Landscape Statement indicates that this cycle/footway is the primary viewpoint from which receptors can gain views of development on this site. It also states that the route is in a vegetated cutting close which will provide screening of the development. However, as shown in the submitted photographs that form part of the statement this buffer is quite thin and following deciduous leaf fall its effectiveness as a buffer is significantly reduced. An enhanced buffer is necessary to completely screen the full height of any dwellings.
60. The indicative masterplan includes a 15m depth of buffer planting along the western edge of the site to separate the residential area from the rural character of the Castle Eden walkway corridor. It is considered that this increased buffer is essential to maintain the separation of land uses and should be conditioned as part of this application and undertaken as soon as possible in the construction period to allow for early establishment of the buffer as initial phases of the development progress.
61. There are also existing broadleaved species along both sides of Black Squares Drive. These trees are relatively young but comprise a mix of species some of which have potential to develop into attractive and valuable trees. The current proposals indicate that these trees will be cleared, and the area replanted as part of the new scheme. It is requested that this clearance be reconsidered, and the existing trees retained although significantly thinned to retain the best specimens at approximately 5m spacings. It is considered that possibly up to 80% could be coppiced to retain only 20% of the best quality trees. Retention of trees will provide a more established and mature character to the road corridor which is the main access point into this part of the residential area. In order to control the removal of vegetation and trees on site, it is proposed that a condition be applied to prevent tree removal/clearance until a plan has been agreed in writing by the local authority.
62. No additional survey information is necessary for this area of the site, but it is requested that a method statement/management plan be prepared to cover the retention and management of this tree belt.

Impact on amenity of surrounding residents

63. Objections have been raised in relation to the impact on privacy and amenity for nearby residents due to overlooking and overshadowing of nearby properties. The layout has demonstrated that the development could be accommodated on the site whilst achieving the spacing standards normally applied to residential development which would limit overlooking and overshadowing. These matters would be considered further at the reserved matters stage.

Heritage

64. The application has been submitted with Archaeological Assessment and the Heritage Statement. The submitted Heritage Assessment has drawn upon the recent planning history associated with the site, and is based on the conclusions of a previously conducted Heritage Assessment for the previous planning application (13/0342/EIS).

65. Owing to the extensive assessment conducted as part of the Heritage Assessment submitted with the previous application and its strong relevance to this current application, and taking into account the planning history associated with the site, it is considered that the proposed scheme will not unduly affect the setting of any of the Listed Buildings or the Registered Parkland and Garden.
66. Policy HE2 of the local plan requires the archaeological implications of development to be duly considered and any associated works/reports to be deposited in the historic environment record. An Archaeological Assessment has been submitted and Tees Archaeology have provided comments advising that they have no objections and have not requested any further conditions

Drainage

67. A flood risk assessment and drainage strategy accompany the application. Subject to the recommended conditions, there is no objection from either the Lead Local Flood Authority or Northumbria Water. At the time of writing no written representations had been received from the Environment Agency.

Ecology

68. The application was submitted with a Great Crested Newt (GCN) Survey Report. Whilst there are no waterbodies are present on-Site, there are 12 waterbodies were located within 500 m of the northern and western Site boundaries. A GCN assessment was undertaken of the 12 off-Site waterbodies The conclusion of the report sets out that there is the possibility that GCN will be directly harmed through injury or mortality during Site clearance works and that in the absence of mitigation this could have a negative impact on the favourable conservation status of the population of GCN within the local area. As such, an appropriate mitigation strategy under will be required to ensure that the favourable conservation status of the species is maintained.
69. As a license would be required the application has to be considered against the three tests from Natural England. The three tests include;
- Imperative Reasons of Over riding Public Interest. Such testes include the requirement to maintain national health, safety, education, environment.
 - Complying with planning policies and guidance at national, regional and local level;
 - Requirements for economic or social development.
70. As set out within the principle section of this report the proposed development would provide economic, social and through increased mitigation as set within the report would have environmental benefits. The submitted report sets out a series of mitigation measures which would be installed and controlled through the licensing procedure, it is considered that subject to suitable mitigation being implement and controlled, it is considered that the development would not result in an adverse impact. At the time of writing no written representations have been received from Natural England. A condition is required to ensure that the license is obtained, and a copy provided to the council prior to any commencement on site.
71. With regards to other protected species and habitats the application was submitted with the benefit of a Preliminary Ecological Appraisal and Breeding Bird survey which has been undertaken on the site to determine the habitats present and their potential value for protected and notable species. Subject to a condition requiring the development be carried out in accordance with the mitigations and recommendation chapter the proposed development is not considered to result in an adverse impact.

Residual Matters

Low Carbon

72. The level of housing provision proposed along with the commercial development, would trigger the requirement for the submission of an energy statement and furthermore expect the development to achieve a 10% reduction in CO2 omissions over and above current building regulation requirements and to provide at least 10% of total predicted energy requirements of the development from renewable energy sources either on site or in the locality. A condition requiring the submission of a scheme to achieve the requirements of policy ENV1 on both elements of the proposed development (housing and commercial) is therefore recommended.

Air Quality

73. As the full extent of development is not known at this time, it is considered to be appropriate to condition an air quality report.

Crime and Disorder

74. Under the provisions of Section 17 of the Crime and Disorder Act, the planning system and the Local Planning Authority must do all that it reasonably can to prevent, crime and disorder in its area. There is no evidence before the Local Planning Authority which would indicate that the proposal would give rise to crime or anti-social behaviour as it would be no different to any other residential development within the area. No comments have been received from Cleveland Police. It will be expected that the Reserved Matters application will demonstrate secure by design.

Infrastructure

75. In line with Transport and Infrastructure Policy 3 (TI3) - Communications Infrastructure, the Council supports the expansion of communications networks, including ensuring the new dwellings are suitably connected to internet services. A standard condition in this respect can therefore be applied.

CONCLUSION

76. The proposed development would represent a sustainable form of development within the defined development limits, making a valuable contribution through not only the supply of housing but will deliver out valuable services through on site provision and off site contributions to current and future residents of Wynyard an the wider borough of Stockton. It is therefore recommended that the application be Approved with Conditions subject to National Highways removing their holding direction for the reasons specified above.

Director of Finance, Development and Business Services
Contact Officer Helen Boston Telephone No 01642 526080

WARD AND WARD COUNCILLORS

Ward Northern Parishes
Ward Councillor Councillor John Gardner

IMPLICATIONS

Financial Implications As Report:

The application is subject to section 106 contributions

Environmental Implications As Report:

The proposal relates to a large scale residential development and its environmental impacts, including visual appearance, residential amenity (particularly as a result of noise and disturbance), threat to ecology and implications for carbon reduction are all considered and addressed within the report. In view of all those considerations, it is on balance judged that in this instance are not considered to have any significant impacts. The development is not considered to be EIA Development.

Human Rights Implications:

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

Community Safety Implications:

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

Background Papers

Stockton on Tees Local Plan Adopted 2019

Supplementary Planning Documents

SPD1 – Sustainable Design Guide

SPD2 – Open Space, Recreation and Landscaping

SPD3 – Parking Provision for Developments

SPD4 – Conservation and Historic Environment Folder

SPD6 – Planning Obligations

SPD8 – Affordable Housing