

Planning Committee

A meeting of Planning Committee was held on Tuesday, 12th July, 2022.

Present: Cllr Mick Stoker(Chairman), Cllr Carol Clark, Cllr Dan Fagan, Cllr Lynn Hall, Cllr Eileen Johnson, Cllr Steve Matthews, Cllr Tony Riordan, Cllr Norma Stephenson O.B.E, Cllr Marilyn Surtees, Cllr Bill Woodhead MBE

Officers: Julie Butcher, Sarah Whaley (DoCS), Stephen Donaghy (DA&H), Joanne Roberts (D o CS,E&C), Elaine Atkinson, Helen Boston, (D o F,D&R),

Also in attendance: Applicants, Agents and Members of the Public.

Apologies: Cllr Paul Kirton, Cllr Andrew Sherris, Cllr Steve Walmsley, Cllr Mrs Sylvia Walmsley

P Evacuation Procedure

7/22

The Evacuation Procedure was noted.

P Declarations of Interest

8/22

There were no declarations of interest.

P 21/1772/RET

9/22

Nanas Field Nannas Field, Aislably Road, Aislaby Near Yarm Stockton On Tees TS16 0JJ

Retrospective application for access track road and change of use of land from agriculture to leisure and educational use.

Consideration was given to planning application 21/1772/RET Nanas Field, Aislaby Road, Aislaby Near Yarm, Stockton on Tees TS16 0JJ. Retrospective application for access track road and change of use of land from agriculture to leisure and educational use.

The application site related to a grass field which was to the east of Aislaby and sloped steeply down towards Aislaby Road to the south. The surrounding land was predominantly agricultural, with arable fields to the north and east of the site, with a strip of woodland along the entire western boundary of the site. Access to the field was via a single gated access from Aislaby Road.

The retrospective application was for the change of use of land from agriculture field to leisure and educational use and the associated access track. These leisure and educational uses consist of: preschool age using the field and woodland for education use (approximately 10 times a year), veteran soldier's group who used it for wild camping to help improve their mental health (approximately 6 times a year), forest working group who maintained the woodland (approximately 2- 3 times a week), and use by family/friends/grandchildren etc (approximately 30 times a year).

With regards to the access, the track followed the contours of the land and steeply sloped up before gradually plateauing towards the rear of the site and was constructed from road planings.

The consultees that had been notified and the comments that had been

received were detailed within the main report.

Neighbours were notified and the comments received were detailed within the main report.

The planning policies and material planning considerations that were relevant to the consideration of the application were contained within the main report.

The Planning Officers report concluded that as detailed within the main report it was acknowledged that there were some social benefits to the users of the site for the leisure and recreational purposes identified. However, the proposed access track is a prominent feature within the landscaping given its size, position, length and use of materials, and was considered to have a detrimental impact on the character and appearance of this rural area.

Additionally, the intensification of an access with substandard visibility would have an unacceptable impact on highway safety. The proposed development was therefore contrary to general planning policies set out in the Development Plan and the National Planning Policy Framework as detailed within the report.

Members were presented with an update report which since the original report a further letter of objection had been received from an existing objector (White House). The new issues which have been raised were set in full within the update report.

Overall, it was considered that the additional comments would not affect the recommendation of the scheme and the application was recommended for refusal, with authorisation to instigate all necessary legal action.

The Chair agreed that photographic information provided by the Applicant at the meeting could be distributed to Committee Members for consideration.

The Applicant and her partner attended the meeting and was given the opportunity to make representation. Her comments could be summarised as follows:

- The Applicant explained that where Highways had raised concerns relating to the splay and visibility to the entrance of the site, these concerns could be addressed by cutting back hedges to the west, which care for your area had agreed to do outside of nesting season. In addition, an agreement with an adjacent landowner had been reached to create necessary splays by the landowner giving the applicant a small piece of his land.
- The newly installed track was put in to improve the muddy track in winter and stop mud being deposited onto the main road, however the Applicant also felt drivers needed to restrict their speed on Aislaby Road.
- The measured speeds in the Officers report were 85 percentile speeds meaning 85% of vehicles were slower than this, these speeds were measured in association with a development approximately 50 metres away from the proposed site. The Applicant believed that to the north drivers could see visibility splay. If the entrance could be increased visibility would be improved however this was not being allowed therefore the Applicant found herself in a

catch 22 situation.

- The field was being used by a variety of groups which included pre-school children, ex-army veterans, yoga groups etc all of which benefited from a positive impact on health and wellbeing.
- Woodland volunteers had added more trees, nest boxes and had also revitalised hedges.
- Hedgehogs, Hare, Deer and Foxes had been captured on film in the field.
- Camping and Caravanning Club Members had a licence to use the site regardless of whether permission was granted.
- The field and wood were beautiful, quiet, tranquil, bio-diverse areas where people could enjoy quiet activities which the applicant would like to continue.
- Since the Pandemic more people were walking and cycling, and the facility would be a great stop for those walking / cycling Aislaby Road.

Supporters attended the meeting and were given the opportunity to make representation. Their comments could be summarised as follows:

- Highway safety along Aislaby Road had improved due to the current entrance and newly enclosed track which had been built using recyclable material. The track had improved the condition of the soil which had previously not been good for tree health as roots were getting waterlogged.
- This was a great place for children to learn and explore.
- One supporter who was an ex-soldier in the British army had used the field for wild camping and explained that it helped with dealing with personal issues, allowing ex-soldiers to talk through their issues whilst camping in a tranquil and beautiful area. Whilst using the site the supporter informed Members he had never experienced any issues entering or leaving the field by car.
- In response to highways objections relating to cars exiting the site safely, an objector stated that there was no issue regrading visibility as you could easily see each way, however there was an issue when walking Aislaby Road to Yarm due to dangerous blind bends and Z bends with no refuge for walkers, also no signs highlighting there may be horses on the road even though there were stables nearby. The introduction of electric cars would make it even more dangerous as they were much quieter.
- Suggestions were made that the speed limit on Aislaby Road be reduced to 30mph to improve road safety and environmental issues.

Officers were given the opportunity to respond to comments/issues raised. Their responses could be summarised as follows: -

- Officers acknowledged the social benefits of the site, however this did not overcome the reasons for refusal.

- In terms of cutting back hedges to improve visibility, this fell outside of the remit of the Council and relied on 3rd party land.

- Visibility splays to the East and West were significantly below the 120 metres required.

- In terms of the suggestion of a speed reduction along Aislaby Road, Officers informed the Committee this could be a consideration if the Committee were minded making that request.

Members were given the opportunity to ask questions/make comments. These could be summarised as follows: -

- Brief discussion was had around where along Aislaby Road the speed surveys had been undertaken.

- Members sought clarity as to Highway's position should the applicant receive the land to improve the splays.

- It was felt that it would be a shame to lose such a facility used by so many groups, however as it stood the application did not comply with Planning Policy.

- Concerns were raised that the site could turn into a future caravan site losing the current uses it provided for the varying groups.

- Members discussed the possibility of a deferral to allow the Applicant time to have further discussions with Officers in the hope that an agreement could be achieved in order that Officers could recommend the proposal for approval.

Officers were given the opportunity to respond to comments/issues raised. Their responses could be summarised as follows: -

- In terms of the agreement between the applicant and neighbouring landowner relating to the additional land, Officers explained that if this land could be guaranteed they would not object to the scheme.

- Regards the suggestion to reduce the speed along Aislaby Road the process would involve surveys and agreement from the Police as it would be the Police that would enforce the speed restrictions, however if the visibility splays could be achieved Officers felt that there would be no need to reduce the speed along Aislaby Road. As well as needing approval from the Police, the process for speed reduction could be a lengthy one as there would be a statutory consultation period where objections from the public be received resulting in the speed reduction having to be considered at Appeals and Complaints Committee.

- Although the Camping and Caravanning Club had issued a certificate to the Applicant to allow their Members to use the field, Planning Officers had contacted the Club to inform them of their concerns, and based on current arrangements the Council would object when the certificate was due to be renewed.

The Head of Legal informed the Committee that Members could defer the item

to a future meeting of the Planning Committee based on the client achieving visibility splays. A S106 Agreement would also be needed if hedges were required to be removed and the need to replace them with something that fell within the Councils criteria. The Council may not agree to hedges being cut back as they would grow again, and visibility would be lost. The Applicant would also need to be happy to go through the process, however as the current use of the site was unlawful the Councils response was that the Applicant would have to cease the current use whilst waiting for the process to be completed and a final decision made, as currently the only lawful use of the field was use.

The Applicant explained that she was happy to go through the process and gave assurances that the field would not turn into a caravan site and would only have the 5 caravans she was certified for as she wanted the site to remain a sanctuary and that it continued to be used by all the varying groups.

It was recommended that Planning and Highways Officers look at possible solutions and negotiate with the Applicant. There was no guarantee that the application would come back with a recommendation for approval.

A motion was proposed and seconded that the item be deferred to be reconsidered at a future meeting of the Planning Committee.

A vote took place, and the motion was carried.

RESOLVED that planning application 21/ 1772/RET Nanas Field, Aislaby Road, Aislaby, Stockton on Tees TS16 0JJ be deferred to allow the Applicant to reconsider access arrangements to overcome refusal for the reasons as detailed above.

P
10/22 **21/2318/RET**
Sutton Arms , Darlington Road, Elton
Part retrospective application for the part demolition and conversion of the public house with proposed extensions to form a single dwelling.
Change of use of land to a domestic garden with associated external soft landscaping works including bund to rear of building

Consideration was given to planning application 21/2318/RET, Sutton Arms, Darlington Road, Elton.

The application site related to the Sutton Arms, a public house outside of the defined development limits of Elton. The site benefitted from a large area of hard surfacing for the existing car park and a beer garden. The land to the north fell outside of the curtilage of the public house. The public house had not at the time of writing been listed or nominated as an asset of community value (ACV). The application sought permission for the change of use of the public house, curtilage and land to the north to a single dwellinghouse with associated retrospective demolition, extension and alterations. The permission also sought retrospective permission for the creation of an earth bund to the north of the site.

The consultees that had been notified and the comments that had been received were detailed within the main report.

Neighbours were notified and the comments received were detailed within the main report.

The planning policies and material planning considerations that were relevant to the consideration of the application were contained within the main report.

The Officers report recommended that the application be Approved with Conditions for the reasons as specified within the main report.

The Applicants Agent attended the meeting and was given the opportunity to make representation. His comments could be summarised as follows:

- There had been a great amount of time and effort spent with Stockton on Tees Borough Council developing the scheme.
- The NPPF clearly supported new dwellings in the countryside using older properties.
- This was a generous sized plot and there would be no loss of amenity due to generous separation distances.
- The proposed landscaping would provide an enhanced setting.

Members were given the opportunity to ask questions/make comments. These could be summarised as follows: -

- Questions were raised as to whether this developer had submitted retrospective applications in the past particularly beginning demolition without planning permission?
- It was highlighted that this site was outside the limits to development and that it took over a week for the developers to stop what they were doing in the middle of the night. Also, vast quantities of spoil was dumped on the land which appeared and was regarded as the bund and spoil was not bund. Clarity was sought as to where the spoil had come from, the Tees Valley had a chemical background, could this spoil be contaminated? As an authority it must be made clear to developers that it was not acceptable to have spoil transported around the Borough.
- Clarity was sought as to what the Council would allow to be buried locally in terms of litter, debris and redundant objects which had accumulated around the site as stated on page 55 of the Agenda bundle.
- Concerns were raised in terms of topsoil being transported onto the site. Assurances were sought that topsoil was not transported through the village of Elton, there was a good entrance from the A66 direct to the site which could be taken and which should be insisted on
- Questions were raised as to whether the fascia of the current building would

be kept.

- Clarity was sought as to the size of the building as there appeared to be conflicting information within the Officers report.

- Members asked Officers that if the building was to be completely demolished would reason 2 on page 28 of the Agenda bundle stand, however as the building was only to be part demolished was this no longer a reason for refusal?

- It was requested that the site needed tidying up on the outskirts as this was a pretty village.

- The layout plan on page 55 of the Agenda bundle was showing 2 entrances, 1 of which went into the property and the other for ground maintenance. Members sought assurance that this would not be another entrance for an additional development.

Officers were given the opportunity to respond to comments/issues raised. Their responses could be summarised as follows: -

- Officers acknowledged that retrospective applications were sometimes difficult to take, however, Officers had to consider whether it met with Planning Policy and each application must be considered on its own merits, weight could not be given to the fact it was a retrospective application. The only action that could be taken with a developer was if there was a breach and therefore works must cease until any issues were rectified.

- In terms of materials brought in, Officers could not confirm exactly where the material had come from however the Environmental Health Service Manager assured the Committee that he was happy the material was not contaminated, and certificates had been produced to confirm this. Officers did agree it was important to know waste plans however it was an Environment Agency issue not Local Authority, however if there were strong suspicions soil was not what is what meant to be then intel would be passed to Environment Agency.

- A site waste management plan had been agreed and in terms of control a further Environmental Management Plan.

- A previous application for the site had been refused due to the footprint as it was significantly larger. The developer was keeping the majority of the building therefore the application was for a change of use and an extension with a smaller footprint similar to the building when it was a public house. The floor area was 328sqm when it was the Sutton Arms and the proposed footprint was 329sqm however the proposed previous footprint was 457sqm. Officers informed Members that the approved layout of the building was on page 55 of the Agenda bundle.

- Any other development on the site would require planning permission as it was recommended to remove permitted development rights through the imposition of condition, so Stockton on Tees Borough Council had full control if they did build at own risk. In terms of access arrangements due to conditions recommended Officers were satisfied there was sufficient control over it.

A vote took place and the application was approved.

RESOLVED that planning application 21/2318/RET be approved subject to the following conditions and informatives below;

Approved Plans

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

Plan Reference Number Date Received

1988-21-102 REV B 10 May 2022

1988-21-103 REV C 10 May 2022

1988-21-104 REV A 10 May 2022

1988-21-100 2 September 2021

02. Construction Works

No construction/demolition works, or deliveries shall be carried out except between the hours of 8.00am and 6.00pm on Mondays to Fridays and between 9.00am and 1.00pm on Saturdays. There shall be no construction activity including demolition on Sundays or on Bank Holidays.

03. Construction Method Statement (CMS)

Notwithstanding the submitted, no development shall take place until a Construction Method Statement (CMS) has been submitted to, and approved in writing by, the Local Planning Authority relevant to that element of the development hereby approved. The approved CMS shall be adhered to throughout the construction period relating to that element of the development and shall provide details of the parking of vehicles of site operatives and visitors; loading and unloading of plant and materials; storage of plant and materials used in constructing the development; the erection and maintenance of security hoarding; wheel washing facilities; measures to control and monitor the omission of dust and dirt during construction; a Site Waste Management Plan; details of the routing of associated HGVs; measures to protect existing footpaths and verges; and a means of communication with local residents. The development shall be carried out in accordance with these approved details.

04. Means of Enclosure

Notwithstanding the proposals detailed in the submitted plans, prior to the commencement of the development hereby approved details of the means of enclosure shall be submitted to and approved in writing by the Local Planning Authority. Such means of enclosure shall be erected prior to the occupation of the development in accordance with the approved details and be maintained as such thereafter.

05 Removal of Boundary Fence

Notwithstanding the submitted details within 1 month of the substantial completion of the hereby approved development the existing closed boarded fence along the southern boundary shall be removed from the site and the land made good.

06. Soft Landscaping

No development shall commence until full details of Soft Landscaping has been

submitted to and approved in writing by the Local Planning Authority. This will be a detailed planting plan and specification of works indicating soil depths, plant species, numbers, densities, locations inter relationship of plants, stock size and type, grass, and planting methods including construction techniques for pits in hard surfacing and root barriers. All works shall be in accordance with the approved plans. All existing or proposed utility services that may influence proposed tree planting shall be indicated on the planting plan. The scheme shall be completed in the first planting season following:

(i) Commencement of the development;
(ii) or agreed phases;
(iii) or prior to the occupation of any part of the development; and the development shall not be brought into use until the scheme has been completed to the satisfaction of the Local Planning Authority.

07. Removal of permitted development rights

Notwithstanding the provisions of classes A, AA, B, C, E and F of Part 1 of Schedule 2 of the Town and Country Planning (General Permitted Development) (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, without the written approval of the Local Planning Authority.

INFORMATIVE OF REASON FOR PLANNING APPROVAL

Informative: Working Practices

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

Informative: Northern Gas

The developer is advised to contact Northern Gas Networks prior to any construction works as there may be apparatus in the vicinity of the development.

Informative: Ecology

The developer is reminded to have a duty to cooperate with the Habitat Regulations during the construction of the development.

**P
11/22**

22/0664/FUL

Land To The East Of Cleasby Way, Eaglescliffe

Application for a new access roads for the creation of approximately 100no vehicle spaces to include the installation of 10no electric vehicle charging station and any associated ancillary works to include 2 metre high palisade fencing.

Consideration was given to planning application 22/0664/FUL, Land to the East of Cleasby Way, Eaglescliffe.

The application sought planning permission for a new access road from Cleasby Way and the creation of approximately 100no vehicle spaces to include the installation of 10no electric vehicle charging stations and associated ancillary works to include 2-metre-high palisade fencing.

The scheme would be delivered in two phases; with the access road from Cleasby Way being delivered as Phase 1 and the car park itself delivered as Phase 2. The creation of a large car park within the eastern portion of Durham Lane Industrial Park was intended to serve Eaglescliffe Railway Station users and would be accessed by an enhanced pedestrian footbridge over the rail line which had been considered and approved separately under Prior Approval (ref: 22/0904/DLO).

The application came before Members as it fell outside of the definition of 'minor development' due to the overall floor area proposed within the extension exceeding 500 sqm. Two comments to the proposed development had been received.

The consultees that had been notified and the comments that had been received were detailed within the main report.

Neighbours were notified and the comments received were detailed within the main report.

The planning policies and material planning considerations that were relevant to the consideration of the application were contained within the main report.

The Planning Officers report concluded that overall, it was considered that the nature and scale of the development was acceptable in principle and would not adversely affect the character of the surrounding area, amenity or neighbouring occupiers or highway safety.

The proposed development would be in accordance with the wider aims of Stockton-on-Tees Borough Council's Local Plan to introduce a car parking facility on this designated land. The proposal was therefore considered to be in line with general planning policies set out on the Development Plan and The National Planning Policy Framework.

The application was therefore recommended for approval subject to the conditions outlined within the main report.

Members were presented with an update report which since the writing of the original report a number of conditions had been updated. The revised list of conditions were contained within the update report.

In addition, correspondence had been received from the Friends of Stockton and Darlington Railway and the Parish Council.

Overall, it was considered that the additional comments would not affect the recommendation of the scheme and the application was recommended for approval subject to the conditions as detailed within the update report.

A vote took place and the application was approved.

RESOLVED that planning application 21/0664/FUL be approved subject to the following conditions and informative:

Phase 1 and 2 conditions

01 Time Period for Commencement

The development hereby permitted shall be begun before the expiration of Three years from the date of this permission.

02 Approved Plans

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

| Plan Reference Number | Date Received |
|-----------------------------|---------------|
| 285737-ARP-XX-XX-DR-YP-0002 | 21 June 2022 |
| 285737-ARP-XX-XX-DR-YP-0001 | 21 June 2022 |
| 285737-ARP-XX-XX-DR-CH-0501 | 21 June 2022 |
| 285737-ARP-XX-XX-DR-CH-0500 | 21 June 2022 |
| 285737-ARP-AR-XX-DR-CH-0100 | 21 June 2022 |
| 285737-ARP-XX-XX-SK-ZX-0001 | 1 April 2022 |

03 Phased Delivery

Notwithstanding the submitted details, no part of the Phase 2 development for the carpark as shown on plan 285737-ARP-XX-XX-DR-YP-0002 submitted on 21 June 2022 shall commence until all conditions relating to the approval of this part of the application have been submitted to and been approved in writing by the Local Planning Authority.

04 Construction Hours

Construction activity hours on site (including deliveries to and from the site), shall be restricted to between the hours of 08:00-18:00 on Mondays- Fridays, 09:00-13:00 on Saturdays and at no any time on Sundays or Bank holidays.

05 Drainage Strategy

Development shall be implemented in line with the drainage scheme contained within the submitted document entitled "Drainage Strategy" dated "22 February 2022". The drainage scheme shall ensure that surface water discharges to the surface water sewer at manhole 0201. The surface water discharge rate shall not exceed the available capacity of 7.5 l/sec that has been identified in this sewer.

06 Drainage management and maintenance plan

Prior to completion of the car park a management and maintenance plan of the Surface Water Drainage scheme shall be submitted and approved by the local planning authority and the car park shall be managed thereafter in accordance with the submitted details

07 Light Intrusion

Details of all external lighting of car-parking areas shall be submitted to and agreed in writing with the Local Planning Authority before such lighting is erected. Such lighting shall be shielded and aligned to avoid the spread of light in accordance with a scheme to be submitted to and agreed in writing with the Local Planning Authority and thereafter such lighting shall be maintained to the same specification and adjusted, when necessary, to the satisfaction of the

Local Planning Authority

08 Construction Traffic Management Plan

Within each phase, no development shall take place, until a Construction Traffic Management Plan has been submitted to, and approved in writing by, the Local Planning Authority. The Construction Traffic Management Plan shall provide details of:

- i. the site construction access(es)
- ii. the parking of vehicles of site operatives and visitors;
- iii. loading and unloading of plant and materials including any restrictions on delivery times;
- iv. storage of plant and materials used in constructing the development;
- v. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing,
- vi. measures to be taken, including but not limited to wheel washing facilities and the use of mechanical road sweepers operating at regular intervals or as and when necessary, to avoid the deposit of mud, grit and dirt on the public highway by vehicles travelling to and from the site;
- vii. measures to control and monitor the emission of dust and dirt during construction, including dampening down, dust screens and wheel washers; Any Mobile crushing and screening equipment shall have any appropriate local authority PPC permit required and a copy of this permit available for inspection.
- viii. a Site Waste Management Plan;
- ix. details of the HGVs routing including any measures necessary to minimise the impact on other road users;
- x. measures to protect existing footpaths and verges; and
- xi. a means of communication with local residents.

The approved Construction Traffic Management Plan shall be adhered to throughout the construction period.

09 Soil Mound Retention

Before the car park is brought into use the proposed soil mounds at the site shall be implemented in accordance with plan 285737-ARP-CP-XX-DR-CH-0100 submitted on 21 June 2022 and shall be retained for the lifetime of the development.

10 Breeding Birds

No vegetation or trees shall be removed within the bird breeding season (1st March – 31st August) unless a survey for breeding birds, completed by a competent ecologist, has first been carried out and those findings are submitted to and approved by the Local Planning Authority.

11 Archaeology

Within each phase, no development shall take place, until an Archaeology Management Plan has been submitted to, and approved in writing by, the local planning authority. The Archaeology Management Plan shall provide details of the measures to protect existing and potential heritage assets on site including:

- i) The establishment of a membrane covering areas of well-preserved earthworks prior to the relocation of spoil heaps

ii) A specified vehicle route for the temporary access track

The approved Archaeology Management Plan shall be adhered to throughout the construction period.

12 Landscape Management Plan

Prior to the implementation of any landscaping or the mounds, full details of the proposed soft landscape management has been submitted to and approved in writing by the Local Planning Authority. The soft landscape management plan shall include, long term design objectives, management responsibilities and maintenance schedules, replacement programme for all landscape areas including retained vegetation, maintenance access routes to demonstrate operations can be undertaken from publicly accessible land, special measures relating to the time of year such as protected species and their habitat, management of trees within close proximity of private properties etc. This information shall be submitted to and approved in writing by the Local Planning Authority. Any vegetation within a period of 5 years from the date of from the date of completion of the total works that is dying, damaged, diseased or in the opinion of the LPA is failing to thrive shall be replaced by the same species of a size at least equal to that of the adjacent successful planting in the next planting season. Landscape maintenance shall be detailed for the initial 5 year establishment from date of completion of the total scheme regardless of any phased development period followed by a long-term management plan for a period of 20 years. The landscape management plan shall be carried out as approved.

Phase 2 Conditions;

13 Phase 2 layout plan

Notwithstanding the submitted plans, prior to the commencement of Phase 2 of the development, a detailed site layout plan shall be submitted to and approved in writing by the Local Planning Authority.

14 No-dig construction

Prior to the commencement of Phase 2 of the development, all no-dig construction methods for hard surfacing shall be submitted to and approved in writing by The Local Planning Authority. The development shall be carried out in full accordance with those agreed details.

15 Preliminary Risk Assessment

No development, within Phase 2 shall take place until a scheme including the following information is 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 and 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 remediation measures required and how they are to be undertaken.

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, maintenance and arrangements for contingency action. This must be undertaken in accordance with the Environment Agencies "Land Contamination Risk Management" Guidance (2020). Any changes to these components require the express written consent of the local planning authority. The scheme shall be implemented as approved.

16 Arboricultural Method Statement and Tree Protection Plan

Work shall be undertaken in accordance with the Arboricultural Report, Impact Assessment and Method Statement (V1.0 Issue Date: July 2022 Report Ref: 19294). The scheme shall be implemented prior to any equipment, machinery or materials being brought to site for use in the development and be maintained until all the equipment, machinery or surplus materials connected with the development have been removed from the site.

17 Boundary Treatment

Prior to the commencement of Phase 2 of the development, full details of all associated boundary treatments and means of enclosure shall be submitted to and be approved in writing by the Local Planning Authority. Phase 2 shall be constructed in full accordance with those agreed details thereafter.

18 Bat Survey and Inspections

Prior to the commencement of Phase 2 of the development, a bat survey, including a tree climbing inspection, shall be completed by a competent ecologist on all affected trees as defined within the Preliminary Ecological Appraisal submitted by Argus Ecology on 6 April 2022. The findings of both the bat activity survey and tree climbing inspection shall be submitted to and approved in writing by the Local Planning Authority.

Should any bat roosts be found then a full mitigation strategy for the phase 2 works shall be submitted to the Local Planning Authority for approval and the development shall be carried out in full accordance with any agreed mitigation strategy thereafter.

INFORMATIVE OF REASON FOR PLANNING APPROVAL

Informative: Working Practices

The Local Planning Authority found the submitted details satisfactory subject to the imposition of appropriate planning conditions and has worked in a positive and proactive manner in dealing with the planning application.

Informative: Northern Gas Networks

There may be apparatus in the area that may be at risk during construction works and NGN require the promoter of these works to contact NGN directly to discuss their requirements in detail. Should diversionary works be required these will be fully chargeable.

**P
12/22**

22/0887/FUL

**Outwood Academy Bishopsgarth, Harrowgate Lane, Stockton-on-Tees
Erection of two storey classroom block, demolition of existing classroom**

block, creation of new car parking spaces and associated external alterations.

Consideration was given to planning application 22/0887/FUL, Outwood Academy Bishopsgarth, Harrowgate Lane, Stockton on Tees.

The Outwood Academy school was situated to the west of Harrowgate Lane, within the northern part of Stockton. At present a series of open field surrounded the school site to the north, south and west, although these were allocated for future housing under West Stockton Strategic Urban Extension (WSSUE).

Planning Permission was sought for the erection of two storey classroom block, the demolition of an existing classroom block, the creation of new car parking spaces and associated external alterations. The need for further accommodation was driven by expected future increases in pupils in Central Stockton at Secondary school level, which would equate to an increase in 60 pupils per year group (a total increase of 300 pupils).

The application came before Members as it fell outside of the definition of 'minor development' due to the overall floor area proposed within the extension exceeding 500 sqm. No objections to the proposed development had been received.

The consultees that had been notified and the comments that had been received were detailed within the main report.

Neighbours were notified and the comments received were detailed within the main report.

The planning policies and material planning considerations that were relevant to the consideration of the application were contained within the main report.

The Planning Officers report concluded the proposed development would not have an adverse impact on the overall character of the area or the amenity of either existing or future neighbouring occupiers.

Sufficient car parking would be provided to meet any potential demand associated with the new classrooms, so there were no highway safety implications, nor would the proposals affect any useable parts or potentially useable parts, of a playing pitch.

The application was therefore recommended for approval subject to those conditions detailed within the main report.

Brief discussion was had around separation distances from an up-and-coming development of 600 houses close to the proposed scheme. Officers informed the Committee that the separation distances were considered acceptable as detailed within the main report.

A vote took place and the application was approved.

RESOLVED that planning application 22/0887/FUL be approved subject to the following conditions and informatives;

Approved Plans 01

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

| Plan Reference Number | Date Received |
|--------------------------------|----------------|
| A10891 - 101 | 7 April 2022 |
| A10891 - 102 | 7 April 2022 |
| A10891 - 103 | 7 April 2022 |
| A10891 - 104 | 7 April 2022 |
| OAB-AHR-ZZ-ZZ-DR-A-00001_P2 | 7 April 2022 |
| OAB-AHR-ZZ-ZZ-DR-A-00002_P2 | 7 April 2022 |
| OAB-AHR-ZZ-ZZ-DR-A-20001_P6 | 7 April 2022 |
| OAB-AHR-ZZ-ZZ-DR-A-20100_P4 | S2 19 May 2022 |
| OAB-AHR-ZZ-ZZ-DR-A-20102_P1 | 7 April 2022 |
| OAB-AHR-ZZ-ZZ-DR-A-20200_P2 | 7 April 2022 |
| OAB-AHR-ZZ-ZZ-DR-A-20300_P1 | 7 April 2022 |
| OAB-AHR-ZZ-ZZ-DR-A-27001-P5-D2 | 24 May 2022 |
| OAB-AHR-ZZ-ZZ-DR-L-90001-P2-D2 | 24 May 2022 |
| OAB-AHR-ZZ-ZZ-DR-L-90002-P1-D2 | 24 May 2022 |
| OAB-AHR-ZZ-ZZ-DR-L-90003-P2-D2 | 24 May 2022 |
| OAB-AHR-ZZ-ZZ-DR-L-90004-P1-D2 | 24 May 2022 |
| OAB-AHR-ZZ-ZZ-DR-L-90005-P1-D2 | 24 May 2022 |
| OAB-AHR-ZZ-ZZ-DR-L-90006-P1-D2 | 24 May 2022 |
| OAB-AHR-ZZ-ZZ-DR-L-90007-P1-D2 | 24 May 2022 |
| OAB-AHR-ZZ-ZZ-DR-L-90008-P1-D2 | 24 May 2022 |

Materials

02 Notwithstanding any description of the materials in the application, precise details of the materials to be used in the construction of the external walls and roofs of the buildings shall be submitted to and approved in writing by the Local Planning Authority prior to the above ground construction of the external walls and roofs of the buildings.

Site and Floor Levels;

03 Notwithstanding the information submitted as part of the application details of the proposed site levels and finished floor levels shall be submitted to and approved by the Local Planning Authority prior to the commencement of any above ground construction

Construction Traffic Management plan

04 The hereby approved development shall be carried out in accordance with those details provided on drawing OAB-AHR-ZZ-ZZ-DRL-90008 for the entirety of the construction period.

Drainage;

05 Development shall be implemented in line with the drainage scheme contained within the submitted document entitled "Drainage Philosophy" dated "7th April 2022". The drainage scheme shall ensure that foul flows discharge to the private foul sewer and ensure that surface water discharges to the private surface water sewer. The surface water discharge rate shall not exceed the

available capacity of 3 l/sec that has been identified in this sewer. The final surface water discharge rate shall be agreed by the Lead Local Flood Authority.

Construction Hours;

06 Construction activity hours on site (including deliveries to and from the site), shall be restricted to between the hours of 08:00-18:00 on Mondays- Fridays, 09:00-13:00 on Saturdays and at no any time on Sundays or Bank holidays.

Unexpected Land Contamination;

07 In the event that contamination is found at any time when carrying out the approved development that was not previously identified, works must be halted on that part of the site affected by the unexpected contamination and it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken to the extent specified by the Local Planning Authority prior to resumption of the works. Following completion of measures identified in the approved remediation scheme, a verification report must be submitted in writing and approval by the Local Planning Authority.

Construction/demolition Dust Monitoring and Management

08 Notwithstanding the submitted information, prior to the commencement of the development (including demolition) a dust monitoring and management plan for the control of dust during the demolition and construction phase of the development shall be submitted to and be agreed in writing by the Local Planning Authority. Such as scheme shall allow for dampening down, dust screens and wheel washers. The proposed development shall be carried out in full accordance with the agreed details thereafter.

INFORMATIVE OF REASON FOR PLANNING APPROVAL

Informative: Working Practices

The Local Planning Authority has worked in a positive and proactive manner and sought solutions to problems arising in dealing with the planning application by gaining additional information required to assess the scheme and by the identification and imposition of appropriate planning conditions.

**P
13/22** **1. Appeal - Mr Steve Cochrane - 5 Bridgewater, Leven Bank, Yarm, TS15
9BF
21/2640/FUL - DISMISSED**

The Appeal was noted.

**P
14/22** **1. Appeal - Mr S Kell, 19 Nevern Crescent, Ingleby Barwick, TS17 5EX
21/2539/REV - DISMISSED
2.Appeal - Mr Andy Macdonald - 58 Dunelm Road, Stockton-On-Tees, TS19
0TS
21/2545/FUL - DISMISSED**

The Appeals were noted.