

**Date:** Wednesday 6 November 2024 at 1.30 pm

**Venue:** Jim Cooke Conference Suite, Stockton Central Library, Stockton - on - Tees,  
TS18 1TU

**Cllr Mick Stoker (Chair)**

**Cllr Michelle Bendelow (Vice-Chair)**

Cllr Carol Clark

Cllr Lynn Hall

Cllr Shakeel Hussain

Cllr Tony Riordan

Cllr Norma Stephenson OBE

Cllr Sylvia Walmsley

Cllr Dan Fagan

Cllr Elsi Hampton

Cllr Eileen Johnson

Cllr Andrew Sherris

Cllr Jim Taylor

Cllr Barry Woodhouse

## **AGENDA**

- 1 Evacuation Procedure** (Pages 7 - 8)
- 2 Apologies for Absence**
- 3 Declarations of Interest**
- 4 Minutes of the meetings which were held on 4  
September and 9 October 2024**  
  
To consider for approval, and sign as a correct record. (Pages 9 - 28)
- 5 Planning Protocol** (Pages 29 - 30)
- 6 24/0430/REM Land West Of Maynard Grove, Wynyard  
Village, Wynyard Application for reserved matters  
approval (appearance, landscaping, layout and scale)  
for a new local centre with associated hard and soft  
landscaping pursuant to planning consent LPA Ref.  
20/2408/OUT** (Pages 31 - 72)

**Members of the Public - Rights to Attend Meeting**

With the exception of any item identified above as containing exempt or confidential information under the Local Government Act 1972 Section 100A(4), members of the public are entitled to attend this meeting and/or have access to the agenda papers.

Persons wishing to obtain any further information on this meeting, including the opportunities available for any member of the public to speak at the meeting; or for details of access to the meeting for disabled people, please

Contact: Sarah Whaley on email [sarah.whaley@stockton.gov.uk](mailto:sarah.whaley@stockton.gov.uk)

**KEY - Declarable interests are:-**

- Disclosable Pecuniary Interests (DPI's)
- Other Registerable Interests (ORI's)
- Non Registerable Interests (NRI's)

**Members – Declaration of Interest Guidance**



**Table 1 - Disclosable Pecuniary Interests**

Subject	Description
<b>Employment, office, trade, profession or vocation</b>	Any employment, office, trade, profession or vocation carried on for profit or gain
<b>Sponsorship</b>	Any payment or provision of any other financial benefit (other than from the council) made to the councillor during the previous 12-month period for expenses incurred by him/her in carrying out his/her duties as a councillor, or towards his/her election expenses. This includes any payment or financial benefit from a trade union within the meaning of the Trade Union and Labour Relations (Consolidation) Act 1992.
<b>Contracts</b>	Any contract made between the councillor or his/her spouse or civil partner or the person with whom the councillor is living as if they were spouses/civil partners (or a firm in which such person is a partner, or an incorporated body of which such person is a director* or a body that such person has a beneficial interest in the securities of*) and the council — (a) under which goods or services are to be provided or works are to be executed; and (b) which has not been fully discharged.
<b>Land and property</b>	Any beneficial interest in land which is within the area of the council. 'Land' excludes an easement, servitude, interest or right in or over land which does not give the councillor or his/her spouse or civil partner or the person with whom the councillor is living as if they were spouses/ civil partners (alone or jointly with another) a right to occupy or to receive income.
<b>Licences</b>	Any licence (alone or jointly with others) to occupy land in the area of the council for a month or longer.
<b>Corporate tenancies</b>	Any tenancy where (to the councillor's knowledge)— (a) the landlord is the council; and (b) the tenant is a body that the councillor, or his/her spouse or civil partner or the person with whom the councillor is living as if they were spouses/ civil partners is a partner of or a director* of or has a beneficial interest in the securities* of.
<b>Securities</b>	Any beneficial interest in securities* of a body where— (a) that body (to the councillor's knowledge) has a place of business or land in the area of the council; and (b) either— (i) the total nominal value of the securities* exceeds £25,000 or one hundredth of the total issued share capital of that body; or (ii) if the share capital of that body is of more than one class, the total nominal value of the shares of any one class in which the councillor, or his/ her spouse or civil partner or the person with whom the councillor is living as if they were spouses/civil partners have a beneficial interest exceeds one hundredth of the total issued share capital of that class.

\* 'director' includes a member of the committee of management of an industrial and provident society.

\* 'securities' means shares, debentures, debenture stock, loan stock, bonds, units of a collective investment scheme within the meaning of the Financial Services and Markets Act 2000 and other securities of any description, other than money deposited with a building society.

## Table 2 – Other Registerable Interest

You must register as an Other Registrable Interest:

- a) any unpaid directorships
- b) any body of which you are a member or are in a position of general control or management and to which you are nominated or appointed by your authority
- c) any body
  - (i) exercising functions of a public nature
  - (ii) directed to charitable purposes or
  - (iii) one of whose principal purposes includes the influence of public opinion or policy (including any political party or trade union) of which you are a member or in a position of general control or management

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## **Jim Cooke Conference Suite, Stockton Central Library** **Evacuation Procedure & Housekeeping**

If the fire or bomb alarm should sound please exit by the nearest emergency exit. The Fire alarm is a continuous ring and the Bomb alarm is the same as the fire alarm however it is an intermittent ring.

If the Fire Alarm rings exit through the nearest available emergency exit and form up in Municipal Buildings Car Park.

The assembly point for everyone if the Bomb alarm is sounded is the car park at the rear of Splash on Church Road.

The emergency exits are located via the doors between the 2 projector screens. The key coded emergency exit door will automatically disengage when the alarm sounds.

The Toilets are located at the front of the Library where a security code will be required to access them. Please ask a Member of Library staff for the security code.

### **Microphones**

During the meeting, members of the Committee, and officers in attendance, will have access to a microphone. Please use the microphones, when directed to speak by the Chair, to ensure you are heard by the Committee.

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## PLANNING COMMITTEE

A meeting of Planning Committee was held on Wednesday 4 September 2024.

**Present:** Cllr Mick Stoker (Chair), Cllr Michelle Bendelow (Vice-Chair), Cllr Pauline Beall, Cllr Carol Clark, Cllr John Coulson, Cllr Ian Dalgarno, Cllr Dan Fagan, Cllr Lynn Hall, Cllr Elsi Hampton, Cllr Shakeel Hussain, Cllr Tony Riordan, Cllr Norma Stephenson OBE, Cllr Jim Taylor and Cllr Barry Woodhouse.

**Officers:** Elaine Atkinson, Simon Grundy (DoF,D&R), Sarah Garvin (DoH&W), Simon Milner (DoCSE&C), Julie Butcher and Sarah Whaley (DoCS).

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

**Apologies:** Cllr Eileen Johnson, Cllr Andrew Sherris and Cllr Sylvia Walmsley.

### **P/22/24 Evacuation Procedure**

The evacuation procedure was noted.

### **P/23/24 Declarations of Interest**

There were no declarations of interest.

### **P/24/24 Minutes of the meeting which was held on 5 June 2024**

Consideration was given to the minutes of the Planning Committee meeting which was held 5 June 2024 for approval and signature.

RESOLVED that the minutes be approved and signed as a correct record by the Chair.

### **P/25/24 Planning Protocol**

The Planning Protocol was noted.

### **P/26/24 Local Enforcement Plan**

Members were asked to consider, note, and endorse the contents of a report 'Local enforcement plan – planning guidance'. Which had originally been presented and deferred to Planning Committee Members 10 April 2024

Members had requested training and briefing in relation to the Local Enforcement Plan at the Planning Committee meeting held 10 April 2024 which had been delivered, and as detailed within those discussions, Members were informed that the Council had a statutory duty to investigate breaches of planning control although the decision on whether to act was nevertheless discretionary.

Ensuring compliance with planning regulations was also considered to play an important role in safeguarding the policies of the Local Plan and achieving high standards of development across the Borough.

The NPPF (para 59) stated that effective enforcement was important to maintain public confidence and that local planning authorities should consider publishing a local enforcement plan “to manage enforcement proactively, in a way that was appropriate to their area”.

Additionally following last year’s scrutiny review of planning (development management) & adoption of open space, the agreed action plan detailed within the report sought to introduce a local enforcement plan. A draft “Local Enforcement Plan” had been developed and this had previously been shared with the Corporate Management Team who supported the intention to introduce and ‘adopt’ the local enforcement plan.

The local enforcement plan did not have any legal status or formal adoption process, instead it was intended to provide guidance and increased transparency on the authority’s approach to how breaches of planning control would be processed with potential benefits being to help manage customer expectations and improve the overall customer experience.

The main topics discussed were as follows:

- In addition and in order to introduce an element of consistency to the prioritisation of cases, a ‘triage’ system had also been developed allocating a ‘score’ (based on a series of inputs which related to the nature of the case) within the priority rating system (emergency, high and low) which allowed officers to ensure that the most sensitive and urgent cases were investigated as a high priority and were given the appropriate attention.
- The intention was for the Local Enforcement Plan to be introduced 1 November 2024.
- Historical cases would still be investigated; however, this would be outside of the new process.
- A seminar session was to be held for Planning Committee Members and further training on the process would be offered to all Council Members.
- Officers were confident that timescales around ‘triage’ date setting would be achieved in terms of categorising cases by priority.
- Brief discussion took place around how minor breaches would be tackled, for example, where planning consent had been granted but the applicant had breached that consent and had built beyond what had been permitted.
- It was suggested that a quarterly snapshot be brought back to Planning Committee to show what cases had come into the Planning Service and what had been completed. In addition, a 12-month review of the process was also requested.
- Members welcomed the policy.

RESOLVED that Members note and endorse the contents of the Local Enforcement Plan.

**P/27/24 23/2102/FUL - Land Off Cygnet Drive, Bowesfield Lane, Stockton-on-Tees**

Consideration was given to planning application 23/2102/Ful, Land Off Cygnet Drive, Bowesfield Lane, Stockton-on-Tees.

Planning permission was sought for the erection of 265 dwellings and associated infrastructure and landscaping on an allocated site off Cygnet Drive/ Kingfisher Way, Bowesfield, Stockton. The scheme also included the provision of a car park to serve the nature reserve which would be accessed from Bowesfield Crescent

The proposed application consisted of 265 houses with 4 bungalows, 86 of which would be affordable, equating to 32.45% affordable provision.

The application had 39 letters of objection. In addition, an online petition objecting to the proposal was submitted with 523 signatures via change.org. No fundamental objections had been raised by statutory consultees.

The principle of development was considered acceptable, and the application had been considered in full and therefore it was not considered that the development would result in any significant conflict with the policies of the Local Plan and there were no technical reasons why the proposed scheme was unacceptable in planning terms and would justify a refusal of the application.

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 the development formed part of an allocated site in the local plan. It was considered that there were material benefits arising from the proposed development and there were not any adverse impacts from the proposed development that would significantly or demonstrably outweigh the benefits when assessed against the policies in the framework taken as a whole.

Other material considerations had been considered in detail and the development as proposed was acceptable in terms of visual impact and highway safety, it did not adversely impact on neighbouring properties, archaeology or the ecological habitat and flooding

For the reasons as detailed within the officers report it was recommended that the application be Approved with Conditions and subject to the completion of a Section 106 Agreement as detailed within the Heads of Terms.

The Principal Planning Officer informed Members that there had been updates to Conditions 2 and 9 contained within the main report.

Since the writing of the report there were 6 additional letters submitted and the petition stood at 783 signatures. In addition, Thornaby Town Council had objected to the scheme.

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

- The Applicant had worked closely with the Council to develop the brown field site in accordance with the adopted Local Plan.
- The development would provide economic benefits.
- 86 high quality affordable homes would be provided surrounded by open space with access to the Tees Corridor.
- Keepmoat had a commitment to supporting local communities and businesses.
- The Applicant had a long-standing relationship with Stockton Riverside College.
- Members were respectfully asked to grant planning permission for the proposed development.

The Managing Director of Banks Properties attended the meeting and was given the opportunity to make representation. Their comments could be summarised as follows:

- A brief history of the site was given.
- The site had been considered for development since 2015, however it wasn't until now that the site was considered viable alongside with Thirteen Housing Group, a local housing association, where a significant amount of affordable housing would be supplied, delivering a significant benefit to the Borough during an acute housing need.

A representative from Thirteen Housing Group attended the meeting and was given the opportunity to make representation. Their comments could be summarised as follows:

- Thirteen had considerable stock in the Stockton Borough area and were excited to bring these additional 86 affordable homes to the area.
- The mix of homes would appeal to Thirteens customer base delivering a blended community with privately owned and rented homes.
- The homes would be good quality within the proposed location.

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

- A local businessman who operated his business within the vicinity of the proposed development expressed concerns relating to the impact the development would have on highways, exacerbating current issues already experienced on the neighbouring road network.
- Concerns were also raised relating to a lack of infrastructure.
- There were current issues getting off the estate which could take from 10 to 15 minutes.

- Parking in the area was already concerning, with many vehicles on-street parking.
- The increase in traffic from the proposed development would pose a risk to pedestrians and road users.
- The Impact on the local nature reserve was of great concern. Should the development go ahead local wildlife would be disturbed and forced out of their natural habitat.
- The proposed site was not an appropriate location to build on.
- The area was already congested with residents and businesses.
- There were many developments within the Stockton and Middlesbrough area, therefore why was this needed.
- Numerous businesses operated in the area with cars parking all over.
- Residents living close to the proposed site were a close-knit community, however it was felt should the development go ahead lots of those residents would relocate elsewhere.
- Concerns were raised relating to a possible increase in crime in terms of house burglaries if the proposed development was to go ahead.
- There was a family of Deer on Cygnet Drive and Bowesfield Lane.

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

- Officers acknowledged there were existing issues surrounding on street parking, however the required parking provision on the proposed development site had been met and the houses would have adequate parking and therefore shouldn't add to the current issue.
- In terms of Road Traffic accidents there had been 2 collisions in the vicinity of the site and main roundabout in the last 5 years.
- The application had been submitted using a transportation model and there were no problems at nearby roundabouts in terms of traffic flow.
- The site was outside of the nature reserve.
- The Teesside Development Corporation had owned the site and had extracted clay where the nature reserve was currently. Banks then created a nature reserve; however, the site was always intended for development. The nature reserve would however be maintained.
- There had been ecology assessments undertaken which concluded there would be no adverse impact on the nature reserve / wildlife.
- There was no evidence to suggest there would be an increase in crime.

- The development site was an allocated site in the Local Plan.

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

- It was felt the site was overdeveloped and badly designed.
- Once the development was complete traffic would spill onto it from local businesses in the surrounding area.
- It was felt the proposed development conflicted with the Council's adopted Local Plan and took the allocated houses from 186 to 265 which was an increase of 42%.
- The housing mix was made up of 265 houses with 4 bungalows, 86 of which would be affordable, however it was felt with an average cost of £250k, those homes would not be affordable.
- 4 Bungalows did not appear to be enough.
- Had any provision been made for the houses to be adaptable in the future?
- One Member highlighted that Kingfisher Way had a lot of cars parked during the day of 5 October.
- Kingfisher Way was also where 'Kids 1st' children's nursery was located, which had been omitted from the background notes of the officers' report. In addition, with the many other businesses operating within the vicinity there would be times when traffic would be gridlocked. Members asked how a Construction Management Plan be compiled with the amount of traffic in and around the site.
- Questions were raised relating to the officers conclusion contained within the report which stated that the development formed part of an allocated site in the Local Plan, however it was felt that this was not the case. Originally there were 186 homes allocated on the site and this had now increased to 265. There were already 500 homes over allocation within the Borough, therefore it was believed that there was no need for the additional housing on the proposed development.
- There was a carpark used regularly by local fishermen which would be removed if the development went ahead.
- The application maybe right however it was felt that the location was wrong
- The development would have a negative impact on local countryside and wildlife.
- Questions were raised relating to the officer's recommendation which stated 'the final decision to be delegated to the Planning Services Manager once agreement from Natural England be secured for the Appropriate Assessment', and what that assessment was.
- It was highlighted that within the officer's report there would be footpath and cycle links to a number of facilities however this exceeded 800 metres walking distance which was not considered sustainable as there was no public transport available.

- Reference was made to application (08/0700/REM) which was associated with this application and refused, however on appeal was allowed by the planning inspectorate. The Master Plan should have been revised to include a village centre to ensure that this community was sustainable in the long term.

- Clarity was sought as to how long the bus service would be funded for.

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

- Officers explained that the development site included some of the white land as shown on the Local Plan however the development did not encroach on the nature reserve or green wedge.

- In terms of affordability and the housing mix, Thirteen Housing Group who were the registered provider had agreed the number of houses and tenure with the Councils private sector housing team. It had been identified that there was a shortage of 4 bed homes as well as bungalows and the site would also offer 2 and 3 bed homes. The 86 homes which were to be offered as affordable homes met the relevant criteria.

- Officers referred to paragraph 51 contained within the officers' report which outlined that there would be 99 dwellings compliant to Building Regulation M4(2) and no dwellings compliant to category M4(3). The provision was a result of the wider approach to prioritise the delivery of affordable housing which would provide an increased number of 4 bed affordable and bungalows. Although the development did not strictly accord with policy the increase in 4 bed affordable homes had been requested by the Housing Services Manager, therefore it was considered that on balance the scheme as proposed was acceptable.

- The fishermen were using Kingfisher Way for parking. Car parking would be provided with 10 spaces available, accessed off Bowesfield Crescent.

- In terms of density, this would be approximately 40 dwellings per hectare.

- The applicant had developed a scheme for Nutrient Neutrality which would be secured by a Section 106. An appropriate assessment had been undertaken and comments were awaited from Natural England. The developer needed to provide onsite mitigation or buy credits. The developer proposed to be buying credits via a provider. Nonetheless there was a credit scheme via Natural England which was available to purchase. The Council was awaiting comments from Natural England on the appropriate assessment.

- Officers confirmed that concerns raised relating to the footpaths and cycle links exceeding 800 metres was only guidance and the routes were safe and direct, however access to public transport was available, and which was why funding was required in the Section 106 to extend the current bus service.

- Where members queried the need to amend the Masterplan, officers explained that on appeal the inspector stated that as a village centre was not listed as part of the conditions the inspector dismissed that as a reason for refusal. If a village was really needed it should have been conditioned at outline permission stage and therefore no need to include in masterplan.

- Officers confirmed that the contributions for the bus service would keep on going after March 2025 as the service was already funded until then. What the Council had said was money to extend the service or alternatively that money would be used for any other highway improvements.

A vote took place, and the application was refused.

RESOLVED that the planning committee refuse application 23/2102/FUL - Land Off Cygnet Drive, Bowsfield Lane, Stockton-on-Tees be refused for the following reasons:

Reason for Refusal 1

In the opinion of the local planning authority, by virtue of the significant increase in housing numbers, the proposal will lead to a poor layout and unacceptable cramped form of development and an increase in density in an area where there is limited public transport provision contrary to the National Planning Policy Framework and Local Plan Policies SD8(1,2), H1(5(3,4) and H4(2)

Reason for Refusal 2

In the opinion of the local planning authority the proposed development will result in an unacceptable increase in pedestrian/cyclist conflict on Cygnet Drive/ Kingfisher Way due to the existing on street parking that occurs, contrary to National Planning Policy Framework and Local Plan Policy SD8(1f) and T11(e).



## PLANNING COMMITTEE

A meeting of Planning Committee was held on Wednesday 9 October 2024.

**Present:** Cllr Mick Stoker (Chair), Cllr Michelle Bendelow (Vice-Chair), Cllr Carol Clark, Cllr Dan Fagan, Cllr Lynn Hall, Cllr Elsi Hampton, Cllr Shakeel Hussain, Cllr Eileen Johnson, Cllr Tony Riordan, Cllr Andrew Sherris, Cllr Norma Stephenson OBE, Cllr Jim Taylor, Cllr Sylvia Walmsley and Cllr Barry Woodhouse.

**Officers:** Elaine Atkinson, Simon Grundy (DoF,D&R), Stephanie Landles (DoA,H and W), Martin Parker (DoCS,E&C), Julie Butcher and Sarah Whaley (DoCS).

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

**Apologies:** .

### **P/28/24 Evacuation Procedure**

The evacuation procedure was noted.

### **P/29/24 Declarations of Interest**

There were no declarations of interest.

### **P/30/24 Planning Protocol**

The planning protocol was noted.

### **P/31/24 24/0847/FUL Land North Of Lidl, Yarm Road, Stockton-on-Tees Erection of a drive-thru restaurant (Class E/ Sui Generis) with associated access, servicing, car parking, hard and soft landscaping and other associated works**

Consideration was given to planning application 24/0847/FUL Land North of Lidl, Yarm Road, Stockton-on-Tees.

Planning permission was sought for the erection of a drive-thru restaurant (Class E/ Sui Generis) with associated access, servicing, car parking, hard and soft landscaping at Yarm Road in Stockton.

The application was a main town centre use and accordingly a sequential assessment had been undertaken which demonstrated that there were no suitable or available sites in the town centre or on the edge of centre, which would suit the needs of the applicant and therefore the principle of development in this location was considered acceptable.

The application had been considered in full and it was not considered that the development would result in any significant conflict with the policies of the Local Plan and there were no technical reasons why the proposed scheme was unacceptable in planning terms and would justify a refusal of the application.

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 it was considered that given the nature of the proposal and the business model, the proposed development satisfied the requirements of planning policy in that there were currently no sequential preferable site available and that there was no demonstrable evidence that the associated impacts would have any significant detrimental impacts on the vitality and viability of the Borough's retail centres, in particular Stockton Town Centre. In addition, the proposal was also considered to have some social and economic benefits which weighed in its favour

In planning terms, the proposed development was considered to be acceptable in all other regards. The proposed development was therefore recommended for approval subject to those planning conditions set out within the main report.

The Principal Planning Officer informed the Committee that condition 2 and 16 had been amended since the original report.

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

- The Applicant had worked closely with Council Staff to achieve a suitable proposal.
- McDonalds had carried out a consultation with residents and had agreed to reduce the proposed operating hours from 24-hours to 06:00 until 24:00 hours Monday to Sunday.
- There had been no objections from the Councils Highways, Transport and Environment Service nor from National Highways.
- The noise assessment showed negligible impact.
- There would be significant benefits in terms of job creation during construction and in the restaurant once the build was complete.
- The development was proposed on a vacant brown field site.

An Objector attended the meeting and was given the opportunity to make representation. Their comments could be summarised as follows:

- Residents received letters 3 days prior to the Planning Committee hearing, and as most worked during the day they were not able to attend.
- There were traffic concerns on Yarm Road and the arrival of McDonalds would exacerbate the current situation.

- Residents would be subject to smells from the restaurant as well as rats.
- The local community regularly held events including litter picks and the proposed development would spoil this.
- Homes were bought on the nearby estate with no knowledge of plans for a takeaway.

Ward Councillor Sufi Mubeen attended the meeting and was given the opportunity to make representation. His comments could be summarised as follows:

- Crime and Anti-Social Behaviour (ASB) was high in the Ropner Ward. Just recently there had been two sex workers raped within the Ward, which was currently under police investigation.
- The Police and Council were working together to try and tackle local crime concerns.
- The Applicant did not care that their proposal would be a magnet for crime and ASB.
- Comments had been received from Cleveland Police who had stated that the applicant had closed their eyes and ears to the potential problems in the area.
- These types of premises increased / attracted ASB.
- The Applicant was urged to work with the Police and the Council to look at robust processes to manage the restaurant effectively and mitigate against concerns raised.

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

- In terms of comments raised by Cleveland Police, those comments were related to crime, however they had not objected to the proposed application. Cleveland Police had recommended good quality lighting and CCTV. They also stated they would work with the applicant in 'Designing out Crime'.

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

- It appeared that although Cleveland Police had encouraged the applicant to get in touch at their earliest convenience, the applicant had not done this
- Concerns were raised in relation to traffic entering and exiting the site particularly when the traffic lights at the junction to the application site were red, which could cause queues and back logs onto Yarm Road, causing traffic issues and holding people up who just wanted to access Lidl.
- Questions were also raised as to whether additional mitigation to queuing traffic could be included such as a yellow box.
- Comparisons were made to a McDonalds located at Durham Road which had experienced traffic queues exceeding 13 vehicles particularly during the COVID pandemic.

- Assurances were sought in terms of flooding and the impact it may have on the nearby railway.
- Assurances were also sought to preserve as many trees as possible along the boundary of the railway as they would absorb water and were also considered a good sound barrier.
- The proposed site could be contaminated as the site had previously had a long history of heavy industry use.
- It was requested that high quality CCTV as recommended by Cleveland Police be conditioned.
- Clarity was sought as to whether the exterior of the proposed site would be completely enclosed by fencing to stop people crossing through the neighbouring estate to get to the restaurant.
- Was the railway line fenced on both sides and if so would it provide sound proofing for residents?
- Crime in the Ropner Ward was one of the highest in the Borough, and bringing a McDonalds to the area would exacerbate the current situation.
- Local Ward Councillors had been working hard with Cleveland Police and the Council to try and reduce ASB, however the proposal would be a magnet and hub for people to commit crime.

Would there be gates at the main entrance when the restaurant was closed, to stop people using the carpark for crime?

- Although the operating hours had already been reduced to a closing hour of midnight it was suggested that this should be reduced further.
- Good CCTV monitoring and lighting would act as a deterrent for ASB.
- The Durham Road McDonalds alongside a 24-hour Tesco had seen very little ASB.
- It was requested that the proposed mesh fence was changed to a solid fence to stop litter getting trapped between the proposed mesh fence and the current solid fence, particularly on the west end which would also reduce the impact on the street scene.
- Litter picking of 150 metres was not far enough and should be increased further.

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

- The Principal Engineer for Highways, Transport and Environment explained there would only be a maximum queue of 3 vehicles at the entrance to the site although 4 vehicles could be accommodated which would mitigate against any traffic queues / blockages. The maximum queue at the McDonalds Drive Thru would be 13 accommodated by a one-way system. There would be no conflict between the two queues.

- A Traffic Management Plan could be included if Members were minded to request it, however it could not be guaranteed that this would be a yellow box.
- In terms of the comparisons made to queuing traffic at McDonalds on Durham Road, it was explained to the Committee that traffic modelling had been undertaken for the newly proposed McDonalds and during peak times 13 vehicles would be the maximum queuing traffic and this would not back onto Yarm Road as queues could be contained within the McDonalds site.
- Cleveland Polices response was standard for applications such as this. Their Comments had been passed on to the applicant.
- Regards the response from Northumbrian Water referring to flood zone 1, this was a generic response. Northumbrian Water were happy with the drainage proposals.
- Network rail, submitted a standard response and officers had conditioned lighting and would consult with Network rail further.
- Many of the of trees on the boundary to the railway line were covered by Tree Preservation Orders (TPO's) and would be retained
- Following preliminary investigations regards land contamination, there were no initial concerns, however, should something be discovered, construction would stop, a reassessment would be undertaken and anything that was found would be dealt with appropriately.
- The site would not be completely enclosed; however, access would not be via the estate.
- Officers confirmed that the fencing was heavy weight fencing which would give some acoustic provision on the southern west end side.
- The Committee were informed that there was no direct evidence between a fast-food outlet and crime.
- The operating hours had already been reduced from 06:00 to 24:00 hours which was considered reasonable.
- There were no plans for a gated entrance.
- Noise levels had been assessed at the worst-case scenario.
- Network Rail had requested a 2.4 metre mesh fence which had been conditioned . McDonalds would be responsible for making sure the boundary was kept clean and tidy. An alternative fence could be conditioned if required, however this would need consultation with Network Rail.
- Officers did not consider it a reasonable request to ask McDonalds to extend the distance to litter pick on the public highway, this would also require a licence to do so.

A motion was proposed and seconded to amend and include the following conditions:

Condition 6, remove the Network Rail requirement for mesh fencing and provide suitable fencing as agreed by the Local Authority in consultation with Network Rail.

A vote took place and the motion was carried.

That a condition be included that a requirement for good quality CCTV be placed and installed.

A vote took place and the motion was carried.

That a Traffic Management plan condition be included to mitigate against traffic queues should problems arise.

A vote took place and the motion was carried.

That the operating hours be reduced from 24:00 hours to 22:00 hours

A vote took place and the motion was defeated.

A vote then took place on the Officer recommendation with the amended conditions as detailed below and the application was approved.

RESOLVED that planning application 24/0847/FUL be approved subject to the following conditions and informatives;

#### 1 Time Limit

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

#### 2 Approved Plans

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

Plan Reference Number	Date Received
4230567-1200	20 June 2024
11927_AEW_2245_1005	14 May 2024
11927_AEW_2245_1002	14 May 2024
11927_AEW_2245_1003	14 May 2024
11927_AEW_2245_1004	14 May 2024
11927_AEW_2245_1006	14 May 2024
A6541-04C	14 May 2024
11927_AEW_2245_1001	14 May 2024
Landscape Management Plan (Ref:A6541)	14 May 2024

#### 3 Materials

The external materials to be used in the building hereby approved shall be as detailed on Plan 11927\_AEW\_2245\_1005 received 14 May 2024.

#### 4 Hours of Operation

The Drive-thru and restaurant shall not be open for use outside of the hours of 0600 to 2400 hours Monday to Sunday.

## 5 Soft Landscaping

The landscaping scheme as show on plan A6541 04 C 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.

## 6 Network Rail Boundary Fencing

Prior to bringing the scheme into use the developer must provide a suitable fence adjacent to Network Rail's boundary (approx. 2.4m high) in accordance with a scheme to be submitted and agreed in writing by the local planning authority and ensure the boundary fence is retained and maintained for the life of the development. Network Rail's existing fencing/wall must not be removed or damaged.

## 7 External lighting;

Prior to installation, details of all external lighting of the building and car park area, including the siting, colour and luminance shall be submitted to and agreed in writing with the Local Planning Authority before such lighting is erected. Before the use commences, 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.

## 8 Lighting Monitoring condition

Within 24 months of the completion and commencement of operations of the development hereby approved (such a date as to be notified to the LPA), in the event of any complaint to the Local Planning Authority from Network Rail relating to signal sighting safety or driver distraction, upon notification to the Local Planning Authority, the applicant or operator of the lighting scheme shall cease the use/operation of the lights (upon instruction of the Local Planning Authority and notwithstanding any other restriction(s) or limitation(s) imposed by any other condition attached to this planning permission) and shall, not later than 28 days from being notified by the Local Planning Authority of any complaint from Network Rail, submit to the Local Planning Authority for its approval in writing details of a scheme of remedial measures to address the concerns raised by Network Rail, and details of a timescale for implementation of the remedial measures identified. The use/operation of the lights shall not re-commence until such time as the remedial measures have been carried out in accordance with the approved details and timetable. The remedial measures shall thereafter be maintained as such.

## 9 Air Quality Assessment

Work shall be undertaken in accordance with the Mitigation Measures identified as H and D in Appendix 3 - IAQM Construction Phase of the Air Quality Assessment (ref: NJD24-0047- 002R).

## 10 Odour Risk Assessment

The Plant to be installed in the kitchen extract system shall be in accordance with the Section 5.4.3 of the submitted Odour Risk Assessment (ref: NJD24-0047-003R). The

plant and identified extraction system shall be installed before the development is brought into use and thereafter, the extraction system shall be retained in full accordance with the approved detail and shall be operated and maintained in accordance with the manufacturer's recommendations, including the frequency of replacement of any filters.

#### 11 Construction Management Plan

Construction Work shall be undertaken in full accordance with the submitted Construction Environmental Management Plan (Ref: 003\_4230567\_HG\_CEMP)

#### 12 Traffic Management Plan

Prior to bringing the development into use a traffic management plan shall be submitted and approved in writing by the local planning authority. The management plan shall provide details of how the access into the application site from the internal access road will be managed to prevent queuing on the adopted highway and detail any associated mitigation measures to be implemented. The site shall thereafter be operated in accordance with the approved details.

#### 13 CCTV

Prior to commencement of development (other than site preparation works), a scheme for the provision and installation of CCTV shall be submitted and approved in writing by the local planning authority. The scheme shall be implemented in accordance with the approved details and retained for the life of the development.

#### 14 Ecology and mitigation

The development hereby approved shall only be undertaken on site in accordance with the recommendations and mitigation as detailed in Section 5.0 Mitigation, Compensation and Enhancements of the submitted Ecological Appraisal (Revision B - 3rd May 2024) Report Reference Number: A6541.

#### 15 Ecology Survey

If work does not commence within 2 years from the date of the submitted ecology survey, a maximum of three months before works commencing on site a suitably qualified ecologist shall undertake a checking survey to ensure that no protected species or their habitat are present on site. The results of the survey shall be submitted and approved in writing by the local planning authority and identify any additional or revised mitigation measures required

#### 16 Habitat and wildlife

As detailed in BS 3998:2010 Prior to work commencing, any trees its surroundings should be assessed for the presence of protected species, some of which are subject to season-specific legislation. Any works should be planned so as to limit their potential adverse impact on wildlife generally. The timing of works should take account of the seasonal cycles of the species of fauna and flora concerned (including the nesting habits of birds and the egg-laying habits of insects).

#### 17 Biodiversity Net Gain

The development hereby permitted shall be carried out in accordance with the submitted Ecological Appraisal Revision B - 3rd May 2024 Report Reference Number: A6541 (Section 6) to ensure that there is a minimum 10% net gain in biodiversity within a 30 year period as a result of the development and the Plan shall be implemented in full.



No development shall commence until a Biodiversity Management and Monitoring Plan to ensure that there is a minimum 10% net gain in biodiversity within a 30 year period as a result of the development has been submitted to and agreed in writing by the Local Planning Authority. The Biodiversity Management Plan shall include 30 year objectives, management responsibilities, maintenance schedules and a methodology to ensure the submission of monitoring reports.

Monitoring reports will be submitted to the Council during years 2,5, 7, 10, 20 and 30 from commencement of development unless otherwise stated in the Biodiversity Management Plan, demonstrating how the BNG is progressing towards achieving its objectives, evidence of arrangements and any rectifying measures needed.

#### 18 BREEAM requirement

Before the development commences, a BREEAM pre-assessment, or equivalent assessment, shall be submitted for approval demonstrating how BREEAM 'Very Good' will be met where feasible/viable. Unless otherwise agreed, the development must take place in accordance with the approved assessment. Prior to the occupation of any building, a post construction review should be carried out by a licensed assessor and submitted and approved in writing by the local planning authority.

#### 19 Construction working Hours

No construction/building works or deliveries associated with the construction phase of the development 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.

#### 20 Unexpected Land Contamination

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.

#### 21 Restaurant - Control of use;

Notwithstanding the provisions of Class E of the schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended), the proposed unit shall be used as a restaurant and hot food takeaway only.

### INFORMATIVES

#### Informative: Working Practices

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

#### Informative: Registering a New Food Business

The applicant should register the business with the Environmental Health Unit. Visit <https://www.stockton.gov.uk/register-food-premises> then click 'Apply to Register a Food Business Establishment'. Please note the statute states new businesses should be registered 28 days prior to being operational. For further advice, please email [Environmental.Health@stockton.gov.uk](mailto:Environmental.Health@stockton.gov.uk)

Informative: Network Rail;

Network Rail have a number of requirements and should be contacted before work commences. Contact Details are below;

Asset Protection Eastern - For enquiries, advice and agreements relating to construction methodology, works in proximity to the railway boundary, drainage works, or schemes in proximity to railway tunnels (including tunnel shafts) please email [assetprotectioneastern@networkrail.co.uk](mailto:assetprotectioneastern@networkrail.co.uk).

Land Information: For land ownership enquiries, please email [landinformation@networkrail.co.uk](mailto:landinformation@networkrail.co.uk). Property Services - For agreements to use, purchase or rent Network Rail land, email [propertyservicesneem@networkrail.co.uk](mailto:propertyservicesneem@networkrail.co.uk).

Informative: Secure by Design

Cleveland Police would encourage the applicant to get in touch at their earliest convenience to discuss measures that might be incorporated into the scheme in order to reduce crime and anti-social behaviour. ([doco@cleveland.police.uk](mailto:doco@cleveland.police.uk))

**P/32/24**

**24/0578/FUL 15 Swinburne Road, Eaglescliffe, Stockton-on-Tees Dormer extension to rear plus skylight to front**

Consideration was given to planning application 24/0578/FUL 15 Swinburne Road, Eaglescliffe, Stockton-on-Tees.

The application was an end of terrace, two storey property on Swinburne Road located within Eaglescliffe conservation area.

The application had been revised and now sought planning permission for a small dormer extension to the rear and a skylight to the front.

6 objection comments were made to the original application which included 2no dormers, one to the front and one to the rear of the host dwelling. The majority of objection comments were regarding the impact on the Conservation Area, the impact on the character of the area, the precedent it may set for future developments and overlooking impacts.

The Historic Buildings Officer also made an objection to the original application with regards to the impact on the conservation area and the impact on the character of the street scene.

As above the scheme had been amended to address the concerns raised. There were no objections made to the revised scheme.

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 Skylights were present elsewhere in the street scene at no.'s 1, 2, 12, 12A and 16 Swinburne Road. The proposed dormer would be located on the roofscape it would be screened by the roof and therefore would not be visible in the street scene. Consequently, it was not considered that the proposals would be significantly out of character within the street scene or conservation area.

Separation distances complied with the council's guidance and ensured satisfactory amenity for neighbouring occupiers. Additionally parking provision would meet with the council's required standards.

It was recommended that the application be approved with conditions for the reasons specified above.

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

- Clarity was sort regarding the positioning of the Velux window on the proposed application site due to the property being in a conservation area.

- There appeared to be conflicting information within the officers' report where the Historic Buildings Officer had stated that the flat roof and grey cladding were not in keeping with surrounding properties and recommended a rear dormer be resubmitted, and then paragraph 21 of the report, 'Impact on Heritage' stated that the dormer to the rear of the property would not be highly visible on the street scene and therefore did not have an adverse impact on the overall character of the conservation area.

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

- The Planning Services Manager explained to the committee that typically Velux windows in a conservation area would be avoided however as there were already 4 or 5 properties which were identical it made it difficult to resist.

- In terms of the grey cladding it was felt although it was a modern intervention it was not harmful enough to warrant a refusal.

A vote took place and the application was approved.

RESOLVED that planning application 24/0578/FUL be approved subject to the following conditions and informatives below;

#### 01 Time Limit

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
SBC00002	7 August 2024
(00)04 A.	22 July 2024
(-9)03 A	22 July 2024
(-9)04 A	22 July 2024
(00)03 A	22 July 2024
(05)02 A.	22 July 2024
(21)03 A	22 July 2024
(21)04 A.	22 July 2024

### 03 Materials

The proposed external finishing materials shall be in accordance with the external finishing materials described within the submitted application form.

### 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.

#### **P/33/24 Appeals**

The Appeals were noted.

#### **P/34/24 Appeals**

The Appeals were noted.

## **Planning Committee Procedure**

1. Officers present the report to Members
2. Members of the public, applicants and agents speak for/against the application, 3 minutes each
3. Officers respond to any queries/misinformation which may have been raised as a result of public speaking
4. Members discuss the application in general and seek clarification from Officers/agents if necessary
5. Officers respond to any points raised by Members and give a brief summary of the proposal in view of comments raised
6. If it looks as if the application may go contrary to officer recommendation, Members debate and propose the possible reasons for the decision and the lead planning and legal representatives and other officers will advise which reasons are acceptable or not. Members respond on whether they wish to vary the reasons accordingly
7. Following the discussion, Members will be asked to confirm and then agree the reasons upon which they will rely if they vote for refusal of the application
8. Members vote on the officer recommendation or any alternative motion successfully carried
9. If the decision taken is contrary to officer recommendation, the Planning Officer, and Legal Representative are given the appropriate amount of time to discuss whether the protocol for decisions contrary to officer recommendation should be invoked and that the committee and members of the public be informed of the outcome of that decision
10. The next application is then debated

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**DELEGATED**

**AGENDA NO  
PLANNING COMMITTEE  
6 October 2024  
REPORT OF ASSISTANT DIRECTOR OF  
INCLUSIVE GROWTH AND DEVELOPMENT**

**24/0430/REM Land West Of Maynard Grove, Wynyard Village, Wynyard  
Application for reserved matters approval (appearance, landscaping, layout and scale) for a  
new local centre with associated hard and soft landscaping pursuant to planning consent  
LPA Ref. 20/2408/OUT**

**Expiry Date: 14 June 2024  
Extension of Time Date: 8 November 2024**

## **SUMMARY**

**Reserved Matters is sought for appearance, landscaping, layout and scale for a new local centre with associated hard and soft landscaping pursuant to planning consent LPA Ref. 20/2408/OUT.**

**The principle of a local centre including the provision of a community facility was established, in application ref 20/2408/OUT this application is not looking to establish the principle of the development, it therefore focuses on the site specific material considerations.**

**A total of 31 letters of objection have been raised along with 7 letters of support.**

**The nature and scale of the development is considered to be acceptable, and 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, concluded that the proposed development would result in a satisfactory form of development subject to the imposition of the recommended conditions.**

**The proposed development would offer both economic and social benefits through the construction of the commercial units and community facility. 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 conditions set out in the report below.**

## **RECOMMENDATION**

**That planning application 24/0430/REM be approved subject to the following conditions and informatives and subject detailed below;**

### Approved Plans

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

<b>Plan Reference Number</b>	<b>Date Received</b>
PL-LC-04_REVC	17 September 2024
2044-04C	17 September 2024
4982-XX-XX-DR-E-200	17 September 2024
PL-LC-03_REVC	17 September 2024
PL-LC-05_REVB	17 September 2024
PL-LC-06_REVB	17 September 2024
PL-LC-07_REVC	17 September 2024
PL-LC-08_REVC	17 September 2024
PL-LC-09_REVC	17 September 2024
PL-LC-10_REVC	17 September 2024
QD1898-03-03-D	17 September 2024
PL-LC-02	17 September 2024

Reason: To define the consent.

### Service Management Plan

- 02 The development hereby approved shall be carried out in full accordance with the Service Management Plan, received by the Local Planning Authority on the 17 September 2024

Reason: to ensure the safe functioning of the highway and to protect the amenity of the occupiers of the adjacent property in accordance with local plan policies xx and the NPPF

### Bin/ Refuse

- 03 Prior to the occupation of the development hereby approved each unit should be provided with the appropriate means of waste and recycling provision in accordance with the applicable Council standards.

Reason: To ensure a satisfactory form of development in accordance with Policy SD8

### External Materials

- 04 Notwithstanding the submitted details in the application, the external walls and roofs shall not be commenced until precise details of the materials to be used in their construction have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be implemented in accordance with the approved details.

Reason: To enable the Local Planning Authority to control details of the proposed development in accordance with Policy SD8

### Hard landscaping and street furniture

- 05 No above ground construction shall take place until full details of proposed hard landscaping including street furniture have been submitted to and approved in writing by the Local Planning Authority. This shall include all external finishing materials, finished levels, and all construction details confirming materials, colours, finishes and fixings. The scheme shall be completed to the satisfaction of the Local Planning Authority and in



accordance with the approved details within a period of 12 months from the date on which the development commenced or prior to the occupation of any part of the development. Any defects in materials or workmanship appearing within a period of 12 months from completion of the total development shall be made-good by the owner as soon as practicably possible.

Reason: To enable the LPA to control details of the proposed development, to ensure a high quality hard landscaping scheme is provided in the interests of visual amenity which contributes positively to local character of the area and in accordance with Policy SD8

### **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.

### **BACKGROUND**

1. Outline planning permission was granted by Planning Committee on the 24 November 2021 under application ref 20/2408/OUT for the erection of up to 130 dwellings and new local centre with associated landscaping and ancillary works.
2. The application was granted subject to the signing of a S106 Agreement which, amongst others secured the provision of approximately 1000sqm local centre to be delivered by the occupation of the 100th dwelling. The S106 also secures the provision of a minimum 100 sqm of a community facility.
3. Reserved matters permission was granted for the appearance, landscaping, layout and scale for the erection of 130 dwellings to include associated infrastructure works, in June 2023, ref 22/2561/REM.

### **SITE AND SURROUNDINGS**

4. The application site, hereby referred to as the site, was predominately a series of agricultural fields with woodland plantations (conifers). To the north lies a series of residential developments which form the wider Wynyard Village development. To the south lies Brierly Beck, to the east the Castle Eden Walkway and to the south east lies Wynyard Hall which is grade II\* listed and the associated historic parkland which is also registered.
5. The dwellings approved under app ref 22/2561/REM are under construction.

### **PROPOSAL**

6. Reserved Matters approval is being sought for appearance, landscaping, layout and scale for the erection of a local centre along with hard and soft landscaping, drainage and associated infrastructure pursuant to planning consent LPA Ref. 20/2408/OUT on Land at Wynyard Village.
7. The proposed local centre would comprise of two buildings, and together with the approved apartment building (approved under application ref: 22/2561/REM) would form an enclosed courtyard, with car parking and external terrace in the centre. Access would be gained from the main spine road (Stoney Wood Drive) which has been constructed as part of the existing developments ongoing to the north and east.
8. The centre would be served by No.46 car parking spaces including disabled and electric charging bays and bicycle stores.

9. No end users have been identified for any of the units, with the exception of the Village Hall, identified as Unit 5.
10. The breakdown of the units is as follows;
- Unit 1 198.65m2 E class
  - Unit 2 57.94m2 E class
  - Unit 3 57.94m2 E Class
  - Unit 4 57.94m2 E Class
  - Unit 5 120.7m2 Village Hall D Class
  - Unit 6 426.6m2 E- F Use Class
  - Unit 7a 440m2 E Class
  - Unit 7b 55m2 E Class
11. Following receipt of a number of the objection's revised plans and updated supporting information was submitted in support of the highway concerns and to make it clear that at the time of submission, and as is still the case no end users have committed to the centre, it was felt that the previous submission was misleading as indicated users had already been identified.

## **CONSULTATIONS**

12. Consultees were notified and the following comments were received.

Canal & River Trust (Former British Waterways) - We do not object to the changes as per 1400021095

Hartlepool Borough Council - I can confirm that Hartlepool Borough Council have no objections to the application, however the following comments are provided by technical consultees for your consideration.

HBC Planning Policy: support having a local centre north of the A689 and it is trusted that SBC will consider the design, scale and layout.

HBC Traffic and Transport - There are no highway concerns with this application.

HBC Arboricultural Officer: There is no arboricultural concern for Hartlepool Borough Council.

Tees Archaeology - The proposed development site has already been archaeologically assessed and no further work is needed.

Natural England - Natural England has no comments to make on this reserved matters application.

National Grid -Regarding planning application 24/0430/REM at site location 'Land West Of Maynard Grove ' there are no National Gas assets affected in this area.

Highways Transport & Design Manager  
General Summary

The Highways Transport and Design Manager raises no objections to the proposals.

Highways Comments

The applicant has provided a site layout plan, car parking accumulation survey and a service management plan which includes tracking for a refuse vehicle.

Based on the information submitted the proposed development is broadly in line with the Councils design guide and the submitted car parking accumulation survey demonstrates that the proposed 40 space car park is adequate for the scale of the proposed development.

Therefore, subject to compliance with the submitted service management plan being secured by condition there are no highways objections to the proposals.

Flood Risk Management -The Lead Local Flood Authority have reviewed the information submitted to support the above proposals and have no objections.

The proposed development will be served by Phase 1 Drainage which has been approved under application ref; 23/0820/DCH.

Northern Gas Networks - there are no National Gas Transmission assets affected in this area.

Environmental Health Unit -Environmental Health would have no further comments to make regarding this application.

#### Parish Council -Wynyard Parish Council Objection

The background history of this Local Centre planning application is interesting. 24/0430/REM lies within the approved planning application 20/2408/OUT (approved in December 2022 for 130 houses plus Local Centre). In turn, 20/2408/OUT lies within the red line boundary of 13/0342/EIS, an approved (January 2017) outline planning application for a maximum of 500 houses.

The following statement is contained within the Officers Report following approval of a variation (23/0225/VARY) of the 20/2408/OUT permission:-

#### "BACKGROUND

An outline application with all matters reserved was approved for the construction of up to 500houses, 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 under application refence 13/0342/EIS. The current application site formed part of that proposal,

although 500 units have been delivered without this development site. The primary school was delivered through a standalone permission (ref 17/0526/FUL).

A further outline planning approval with all matters reserved except access for residential development for up to 130 units and new local centre was approved in December 2022 under application reference 20/2408/OUT and the subsequent reserved matter application 22/2561/REM was approved in June of this year."

The sentence "The current application site formed part of that proposal, although 500 units have been delivered without this development site." is particularly significant.

Why use the past tense: "..... formed ....." ?- 20/2408/OUT application site FORMS part of that proposal (13/0342/EIS) approved for a maximum of 500 houses. But, with the addition of 130 houses, the maximum has been exceeded, and increased to 630. In fact, this was pointed out in an objection to 20/2408/OUT submitted by this Parish Council posted on the Planning Portal on 23rd November:-

"We object strongly to this development. This application is for another 130 homes which is a substantial increase in the number of houses planned for this particular area on top of the 500 granted in 13/0342/EIS."

However, on the Planning Portal, this Wynyard Parish Council Consultee Comment is misleadingly labelled as an Objection Comment from a member of the public.

An important component of the planning permission granted to 13/0342/EIS (the 'Wynyard Village Extension') was a legal Deed signed in January 2017 which stipulates the necessary infrastructure required to support such a large planning development - some of this infrastructure is listed in the above extract from the 23/0225/VARY Officers Report:

"..... Retail Units (up to 500 sqm), Doctors Surgery, Community Facilities ....."

The Deed also included a "Local Shop" and Highways infrastructure (see later). The trigger points defining when this infrastructure should be supplied were also defined within the Deed. These trigger points have come - and gone - but the facilities promised to residents have not materialised. Instead, we have approval for an 'extra' 130 houses plus a Local Centre. We do not understand the process which has led to this situation.

We have serious concerns about this planning application for the Local Centre (24/0430/REM). Wynyard residents have been let down badly by the failure to supply the infrastructure promised with the 13/0342/EIS Deed - particularly the community facilities - why has this infrastructure not been supplied?

Why have residents not been informed or consulted on these issues? What are the reasons for not fulfilling the legally defined section 106 obligations defined in the Deed - to supply Community Facilities, a Local Shop, a Doctors Surgery - and Highways upgrades? Why and how have these obligations been replaced by a Local Centre within an 'extra' 130 house planning application?

Wynyard Parish Council do not, in principle, object to the provision of a Local Centre if it gives residents the overdue facilities they were promised, but we must object to 24/0430/REM for several important reasons:-

1. this application does not provide a Local Shop (i.e. a convenience store similar to the Co-op at the Stables) or a Doctors Surgery (medical facilities). The 'medical' facilities mentioned in the application are cosmetic facilities.
2. the proposed number of car parking spaces (42 in the original application - 19/04/24) is inadequate for this local centre - the council Highways, Design & Transport Manager objected to the proposals due to the "significant shortfall in parking provision which may result in injudicious and indiscriminate parking to the detriment of highway safety." His estimate of the car parking spaces required was 148.
3. subsequently, following submission of additional data by the developers, the Highways Manager withdrew his objection, stating (06/08/24): "Based on the information submitted the proposed development is broadly in line with the Councils design guide and the submitted car parking accumulation survey demonstrates that the proposed 40 space car park is adequate for the scale of the proposed development."
4. in our opinion, the number of parking spaces is seriously inadequate; the layout of the parking area (one entry and one exit) could cause congestion; delivery and refuse collection vehicles using the same area would add to congestion and cause danger (particularly to children).
5. levels of noise and pollution may become unacceptable.

We are surprised and concerned by the fact that there is significant 'fluidity' in the specifications of this planning application, i.e. recent (17th September) amendments have appeared on the Planning Portal:-

1. the size of the Village Hall has been reduced by one third
2. the restaurant has been replaced by a veterinary facility

How far can this 'fluidity' be taken? What will we end up with? Is it feasible that the spaces intended for retail facilities will end up as residential apartments?

Compare this with the 13/0342/EIS Deed, in which section 106 infrastructure was clearly defined - but ignored! How can these section 106 agreements be ignored? If there was any dispute between the developers and Stockton Borough Council with regard to costs, were any attempts made to resolve such disputes according to the provisions laid down in the Deed?

Page 7 of the Deed: 13. Resolution of Disputes ("Appointment of Expert")?

The provisions within the Deed have not all been ignored - the requirements for Hartlepool Borough Council to signalise the A689/Meadows roundabout and provide a pedestrian crossing were fulfilled in 2021 - years ahead of the trigger point obligations.

Contrast with the obligations of Stockton Borough Council to upgrade the A689/Hazard Drive roundabout junction - and install a pedestrian/cycleway bridge over the A689 at this location. The trigger points for these works have come and gone (years before the pandemic, the rise in inflation or the Ukraine War?). The lack of a pedestrian crossing continues to present a serious health and safety hazard to Wynyard residents. However, in contrast, funds have been secured to upgrade the A19/A689 junction - which is required to handle the traffic generated by further Wynyard planning applications, and to build more houses.

Does this imply that Stockton Borough Council prioritises the provision of infrastructure which permits further house building, above that which protects the health and safety of Wynyard residents?

Environmental Health Unit - I have checked the documentation provided, I have found no grounds to object to the principle of this application and I do not think that conditions need to be imposed from an Environmental Health perspective at this time as I understand from the Planning Compliance Report further permissions are to be sort once the end user has been identified.

SBC Place Development Manager -The applicant is advised to review the Local Design Guide Supplementary planning document - See Section 3.5 "Placemaking" for guidance on shop fronts Local Design Guide; Supplementary Planning Document (stockton.gov.uk), as well as further technical guidance within Part 5 Shop fronts and advertisements Part 5 Shop Front Design and Advertisements; Technical Guidance and Standards (stockton.gov.uk).

The new local centre should provide a distinctive and characterful hub for the surrounding residential community. As such, a high quality and considered palette of materials should be implemented. It is recommended that the location, scale and style of shop fronts and signage are considered as part of a holistic approach, rather than taking a standard approach per individual retailers. Further detail is sought on the approach to signage

Following receipt of the revised plans the Place Team have confirmed that the layout is acceptable.

Northumbrian Water Limited -I can confirm that we have no comments to make.

MP Mr Chris McDonald- I am writing to support the views of Wynyard Parish Council and local residents who have raised thoughtful concerns regarding planning application 24/0430/REM for the next phase of development in Wynyard.

While I understand the importance of housing development in our area, I believe that expanding our communities should mean more than just building homes. It should include a commitment to creating well-rounded, sustainable communities equipped with the essential facilities and infrastructure to support new and existing residents alike. Since 2017, the community has waited for promises of a local shop, doctors' surgery, and other community amenities to be delivered. These facilities, alongside a safe and accessible transport and pedestrian infrastructure, are crucial for the well-being and quality of life of the residents.

As part of this planning process, I encourage a full review of the current proposal's provision for these facilities and an evaluation of the proposed parking arrangements. In particular, residents are concerned that current parking plans may fall short, potentially leading to congestion and safety issues. Additionally, recent amendments to the Local Centre's plans - such as the reduction of community space and replacement of certain amenities - need to be clarified and communicated to the community to avoid further confusion.

I ask that the developer and Stockton Borough Council address these points openly and prioritise the completion of promised infrastructure so that residents can feel confident that development is aligned with their needs and the long-term interests of Wynyard

## **PUBLICITY**

13. A site notice and a press advert were displayed/published. A summary of the representations has been provided below; the full representations can be viewed on the public access.

### Support

- The CHD plan, provision for local amenities, which was the deciding factor to reserving our new home as this is in walking distance for us.
- Wynyard is in need of more facilities
- Modern and attractive addition to our area.
- Will provide social benefits
- Development will be developed
- Essential development for enhancing the quality of life
- Match existing parking at the existing local centre
- Many local residents will be within walking distance,
- The insistence on perfection by some stakeholders is preventing the implementation of other improvements to the estate
- Convenience and Accessibility
- Approval of this application does not necessarily mean that the provision of additional and essential amenities (e.g., a GP surgery) is precluded in due course.
- Support local economy
- Sustainable

### Object

- Wynyard turning from an exclusive estate, to an overcrowded ghetto.
- Restaurant will encourage people to Wynyard
- Inadequate parking
- Development has no style or individuality.
- No need for the facility
- Wynyard already over developed
- The site proposed for this development lacks safe public traffic access.
- Destruction of wild life habitat

- Facilities proposed are not reflective of wants
- Developer wont provide the facilities
- The service management plan submitted by CHD is inadequate,
- Breach of Section 106 Agreement Obligations – original application
- Inadequate Community Consultation and Material Changes
- Breach of Infrastructure Trigger Points
- Health & Safety provision of residents.
- Loss of green space
- The proposed plans are not part of the agreed local plans for Wynyard
- The proposed restaurant is too small
- The proposed restaurant is too big
- There is insufficient information on the village hall, (which would be a useful addition to Wynyard) and who would pay for the construction and maintenance of this.
- Local centre should be developed as originally promised.
- Village hall should be developed first
- Noise and pollution
- Needs an anchor convenience store
- The original concept of Wynyard Village is being diluted and eroded.
- Detrimental impact on residents mental health
- No GP practice

## **PLANNING POLICY**

14. 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 Plans 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.
15. 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**

16. 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.
17. 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

18. 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 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.
- b) Protecting and enhancing designated sites (including the Teesmouth and Cleveland Coast Special Protection Area and Ramsar) and other existing resources alongside the provision of new resources.
- c) Protecting and enhancing green infrastructure networks and assets, alongside the preservation, restoration and re-creation of priority habitats, ecological networks and the protection and recovery of priority species.
- d) Enhancing woodlands and supporting the increase of tree cover where appropriate.
- e) Supporting development of an appropriate scale within the countryside where it does not harm its character and appearance, and provides for sport and recreation or development identified within Policies SD3 and SD4.
- f) Ensuring any new development within the countryside retains the physical identity and character of individual settlements.
- i) Considering development proposals within green wedges against Policy ENV6.
- j) Ensuring development proposals are responsive to the landscape, mitigating their visual impact where necessary. Developments will not be permitted where they would lead to unacceptable impacts on the character and distinctiveness of the Borough's landscape unless the benefits of the development clearly outweigh any harm. Wherever possible, developments should include measures to enhance, restore and create special features of the landscape.



k) Supporting proposals within the Tees Heritage Park which seek to increase access, promote the area as a leisure and recreation destination, improve the natural environment and landscape character, protect and enhance cultural and historic assets, and, promote understanding and community involvement.

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 6 (SD6) - Transport and Infrastructure Strategy

1. To provide realistic alternatives to the private car, the Council will work with partners to deliver a sustainable transport network. This will be achieved through improvements to the public transport network, routes for pedestrians, cyclists and other users, and to local services, facilities and local amenities.

2. To ensure the road network is safe and there are reliable journey times, the Council will prioritise and deliver targeted improvements at key points on the local road network and work in conjunction with Highways England to deliver improvements at priority strategic locations on the strategic road network.

3. The Council will work with partners to deliver community infrastructure within the neighbourhoods they serve. Priority will be given to the provision of facilities that contribute towards sustainable communities, in particular the growing populations at Ingleby Barwick, Yarm, Eaglescliffe, Wynyard Sustainable Settlement and West Stockton Sustainable Urban Extension.

#### 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.
3. Where the economic viability of a new development is such that it is not reasonably possible to make payments to fund all or part of the infrastructure required to support it, applicants will need to provide robust evidence of the viability of the proposal to demonstrate this. In these circumstances, the Council may:
  - a. Enter negotiations with the applicant over a suitable contribution towards the infrastructure costs of the proposed development, whilst continuing to enable viable and sustainable development; and/orb. Consider alternative phasing, through the development period, of any contributions where to do so would sufficiently improve the economic viability of the scheme to enable payment.

#### 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.

2. Proposals are encouraged where development:

- a. Incorporates passive design measures to improve the efficiency of heating, cooling and ventilation; and
- b. Includes design measures to minimise the reliance on artificial lighting through siting, design, layout and building orientation that maximises sunlight and daylight, passive ventilation and avoids overshadowing.

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 CO<sub>2</sub> 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 CO<sub>2</sub> 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.
7. For developments which were previously developed, the peak runoff rate from the development to any drain, sewer or surface water body for the 1-in-1 year rainfall event and the 1-in-100 year rainfall event should be as close as reasonably practicable to the greenfield runoff rate from the development for the same rainfall event, but should never exceed the rate of discharge from the development prior to redevelopment for that event. For greenfield developments, the peak runoff rate from the development to any highway drain, sewer or surface water body for the 1-in-1 year rainfall event and the 1-in-100 year rainfall event should never exceed the peak greenfield runoff rate for the same event.
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.
10. Through partnership working the Council will work to achieve the goals of the Stockton-on Tees Local Flood Risk Management Strategy and the Northumbria Catchment Flood Management Plan. This will include the implementation of schemes to reduce the risk of flooding to existing properties and infrastructure. Proposals which seek to mitigate flooding, create natural flood plains or seek to enhance and/or expand flood plains in appropriate locations will be permitted.

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

1. The Council will protect and enhance the biodiversity and geological resources within the Borough. Development proposals will be supported where they enhance nature conservation and management, preserve the character of the natural environment and maximise opportunities for biodiversity and geological conservation particularly in or adjacent to Biodiversity Opportunity Areas in the River Tees Corridor, Teesmouth and Central Farmland Landscape Areas.
2. The Council will preserve, restore and re-create priority habitats alongside the protection and recovery of priority species.
3. Ecological networks and wildlife corridors will be protected, enhanced and extended. A principal aim will be to link sites of biodiversity importance by avoiding or repairing the fragmentation and isolation of natural habitats.
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.

3. The Council will protect and enhance open space throughout the Borough to meet community needs and enable healthy lifestyles. The loss of open space as shown on the Policies Map, and any amenity open space, will not be supported unless:

- a. it has been demonstrated to be surplus to requirements; or
- b. the loss would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
- c. the proposal is for another sports or recreational provision, the needs for which, clearly outweigh the loss; or
- d. the proposal is ancillary to the use of the open space; and
- e. in all cases there would be no significant harm to the character and appearance of the area or nature conservation interests.

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.
5. Groundwater and surface water quality will be improved in line with the requirements of the European Water Framework Directive and its associated legislation and the Northumbria River Basin Management Plan. Development that would adversely affect the quality or quantity of surface or groundwater, flow of groundwater or ability to abstract water will not be permitted unless it can be demonstrated that no significant adverse impact would occur or mitigation can be put in place to minimise this impact within acceptable levels.
6. To improve the quality of the water environment the Council will:
  - a. Support ecological improvements along riparian corridors including the retention and creation of river frontage habitats;
  - b. Avoid net loss of sensitive inter-tidal or sub-tidal habitats and support the creation of new habitats; and
  - c. Protect natural water bodies from modification, and support the improvement and naturalisation of heavily modified water bodies (including de-culverting and the removal of barriers to fish migration).

#### 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 (TI1) - 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**

#### Principle of Development

19. As detailed in the report above, the site benefits from an outline planning consent (ref; 20/2408/OUT) for a residential development of up to 130 units and new local centre. Whilst the objections comments regarding the proposals with respect to need and impacts on infrastructure are noted, the principle of the development and the associated infrastructure impacts, including those on traffic movements has therefore already been established and cannot therefore be revisited.
20. Neighbour concerns relate to the proposed mix of occupiers. However, as set out within the addendum cover letter submitted to support the submission of the revised plans, *the exact mix of uses will be confirmed prior to the occupation of the individual units, in accordance with condition 6 of the outline consent. However, it is envisaged that the units will be occupied by local businesses, such as a café/restaurant, bakery, deli, butcher, florist or similar (Use Class E), or a convenience store (Use Class F2) or potentially a takeaway (Sui Generis) use. It is considered that condition 6 give sufficient control to ensure an appropriate mix for a local centre.*
21. Concern is also raised regarding the lack of a community facility, this development, as required by the S106 agreement of ref 20/2408/OUT will deliver a village hall. As set out within the application, Wynyard Park are going to be responsible for not only the delivery but the future management of this facility. The scale of the community facility complies with the requirements of the S106 Agreement.

### Economic/Social Benefits

22. It is recognised that the development would provide a number of jobs in the construction industry and supply chain in the short term and as well as the long-term employment within the commercial units. These economic and social benefits would weight in favour of the proposals within the overall planning balance.

The proposed development is considered to be in accordance with the principle of development accepted at planning committee under application 20/2408/OUT.

### Highways and Transport

23. It is of note that a number of the objectors have raised objection to the extent of parking provision, trigger points and impact on the highway. Following receipt of the objections from both members of the public and the Highways Authority the applicant has submitted revised plans showing 46no spaces, including disabled bays and electric vehicle charging bays, along with cycle parking. The revised plans have also been submitted with a Highways Supporting Statement. Based on the suggested end uses, and the anticipated trip rates for the development, the assessment confirms that a maximum of 42no spaces will be needed at peak times and has been based on data obtained for similarly sized local centres across the country.
24. The Highways and Transport and Design Manager has, following receipt of the revised plans and Highways Supporting Statement, removed their objection, subject to the recommended conditions securing the service plan.
25. Furthermore, it is noted that the local centre has been designed to act as a sustainable form of development designed to principally serve the local community, it is anticipated that visitors will walk or cycle to the centre.
26. Members will note that the NPPF sets out that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. As it has not been demonstrated to be the case a reason for refusal could not be sustained on these grounds.

### Character and Appearance

27. The National Planning Policy Framework para. 135 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.
28. The proposed centre according to the submitted Planning Compliance Statement has been designed to reflect the surrounding area including the recently approved dwellings The centre has taken design cues from the more traditional house types and traditional barn conversions. Using a pallet of materials including brick and cladding with large expanses of glazing. Overall the appearance and scale of the development is considered to be in keeping with the existing residential dwellings and wider development within Wynyard, subject to the recommended conditions.
29. It is noted that some objectors reference a loss of open space, however, the site is not defined as open space and as detailed elsewhere in the report, the site is identified for development under the Local Plan and Wynyard Masterplan. Some objectors have also raised concern over the design however whilst design is subjective, it is considered to be an acceptable form of development which reflects the surrounding development.

#### Amenity

30. The outline permission imposed a series of conditions. It is considered that subject to those conditions the proposed development would not through either the construction or operation stage give rise to an unacceptable impact on the occupiers of those adjacent dwellings.
31. The Environmental Health Unit are satisfied with the proposal and the controls secured through the outline permission would safeguard those occupiers from any adverse impact.
32. It is considered that the scale, form and design of the proposed centre is such that it would not give rise to a demonstrable adverse impact on the occupiers of the approved adjacent residential dwellings and apartment in terms of loss of light, overbearing presence or loss of privacy to such a degree that a reason for refusal could be sustained.

#### Heritage Assets.

33. The outline planning application fully considered the impacts of the development on heritage assets, and it was considered that a housing development in this location would not unduly affect the setting of any of the Listed Buildings or the Registered Parkland and Garden.
34. The proposed reserved matters application does not fundamentally alter those earlier conclusions and given the scale and layout of the proposals the proposed development is not considered to adversely affect those heritage assets and in particular the Registered Parkland and Garden at Wynyard.

#### Flood Risk

35. The LLFA have reviewed the proposal and have no objections. The proposed development will be served by Phase 1 Drainage which has been approved under application ref; 23/0820/DCH. Northumbrian Water have no comments to make.

#### Ecology

36. The outline planning application considered fully the impacts of the development on biodiversity and protected species. Conditions were imposed with regards to ecological mitigation (no.30) and Biodiversity Net Gain (31).
37. The reserved matters application is within a three-year timeframe and therefore the original surveys and ecological appraisals can still be relied upon. It is also noted that the application includes a Biodiversity Net Gain Assessment as required under condition 31 of the outline approval.
38. The submitted Biodiversity Net Gain Assessment indicates that the proposals would result in a net loss of c. 38.5 biodiversity units and in order to achieve a net gain as required by policy ENV5(5) of the local plan, further habitat creation and enhancement will take place across the Wynyard Hall estate. As set out in the Biodiversity Net Gain Assessment report, this includes; the enhancement of woodland adjacent to the site, and; also the enhancement of an area of grassland adjacent to the site and combined they would deliver c. 57.2 biodiversity units and create an oversupply of c. 18 units a c. 30% gain. This would exceed the positive gain (i.e a 1% gain) required in the local plan policy at this time not only meeting the requirement for this proposal but also providing additional units to be used against future developments.
39. Given that the outline planning approval and Biodiversity Net Gain condition, secures the mitigation detailed within the submitted report to support this reserved matters application, it is not considered necessary to re-impose that requirement. In view of the above, it is considered that the reserved matters development adequately assesses and mitigate any likely harm to protected species and that appropriate necessary controls remain in force via conditions imposed at the outline stage.

Crime and Disorder:

40. Concern has been raised regarding the health and safety of residents 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.
41. As detailed at the outline application stage, here is no evidence before the Local Planning Authority which would indicate that the proposal would give rise to crime or anti-social behaviour. However, condition 9 required submission of a secure by design statement to be submitted along with the application, this has been included within the submitted Planning Compliance Statement. The development is relying on the proposed layout allows for natural surveillance of the public square through not only the commercial units but the apartment block which forms the courtyard. The use of lighting, boundary treatments, estate security, parking and doors and windows to comply with relevant requirements. The comments from the Designing out Crime Officer have been noted and a suitably worded informative has been recommended. Accordingly, it is not considered that the proposals would give rise to crime and disorder.

Residual Matters

42. Concerns of local residents with regards to the level of construction activity are noted, however again the outline planning approval imposed a condition requiring a construction management plan be submitted and agreed with the Local Planning Authority (Condition 16) and this remains a requirement for the future developers to submit and agree.
43. Objectors have made reference to the requirement of the s106 associated with permission 13/0342/EIS however paragraph 12.4 of the S106 states;  
*'Prior to the occupation of the 300<sup>th</sup> Dwelling a Doctors Surgery shall have been constructed in accordance with a detailed design to be first submitted to and approved in writing by the Council (acting reasonably) as part of the Reserved Matters application or detailed planning application PROVIDED THAT the owners have procured approval to the construction and funding of the Doctors Surgery by the appropriate public health Authority.'*
44. Members will note that in recent applications, including the parent permission the NHS have not sought the provision of a medical practice rather off-site contributions. The land for the medical centre does however remain safeguarded.
45. Objectors have also raised concern that the original 2013 outline permission was required to deliver a local centre, however following approval of this application the Wynyard Masterplan was adopted by both Stockton and Hartlepool Borough Council which identifies the location of a local centre to be in the location secured by the parent outline permission.
46. Concern has been raised over the delivery of the centre, however as members will note the reserved matters application for the delivery of the local centre has been submitted and the applicant has confirmed that they will be proceeding with the development. Furthermore, should the centre not be forthcoming in line with the trigger points, the Local Planning Authority does have enforcement powers.
47. Concern has also been raised regarding the lack of community consultation with what services the centre should provide, however as set out by the applicant no end users has been identified as part of this application and whilst they will seek to establish a mix of uses to serve the local centre it does require appetite from retailers. Furthermore, the application is subject to condition 6 which requires the submission of the exact mix of uses to gain the prior approval of the LPA prior to occupation of the units.

### **CONCLUSION**

48. Given the above considerations the proposed development is considered to be visually acceptable and it is not considered that the proposed development will have any adverse impacts on levels of residential amenity or highway safety to justify a refusal of the application. The proposed scheme is therefore in accordance with the relevant local and national planning policies and is recommended for approval subject to those conditions outlined within the report above.

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

### **WARD AND WARD COUNCILLORS**

<b>Ward</b>	<b>Northern Parishes</b>
<b>Ward Councillor</b>	<b>Councillor John Gardner</b>
<b>Ward Councillor</b>	<b>Councillor Vanessa Sewell</b>

### **IMPLICATIONS**

**Financial Implications:** See Report

**Environmental Implications:** See Report

#### **Human Rights Implications:**

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

#### **Community Safety Implications:**

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

#### **Background Papers**

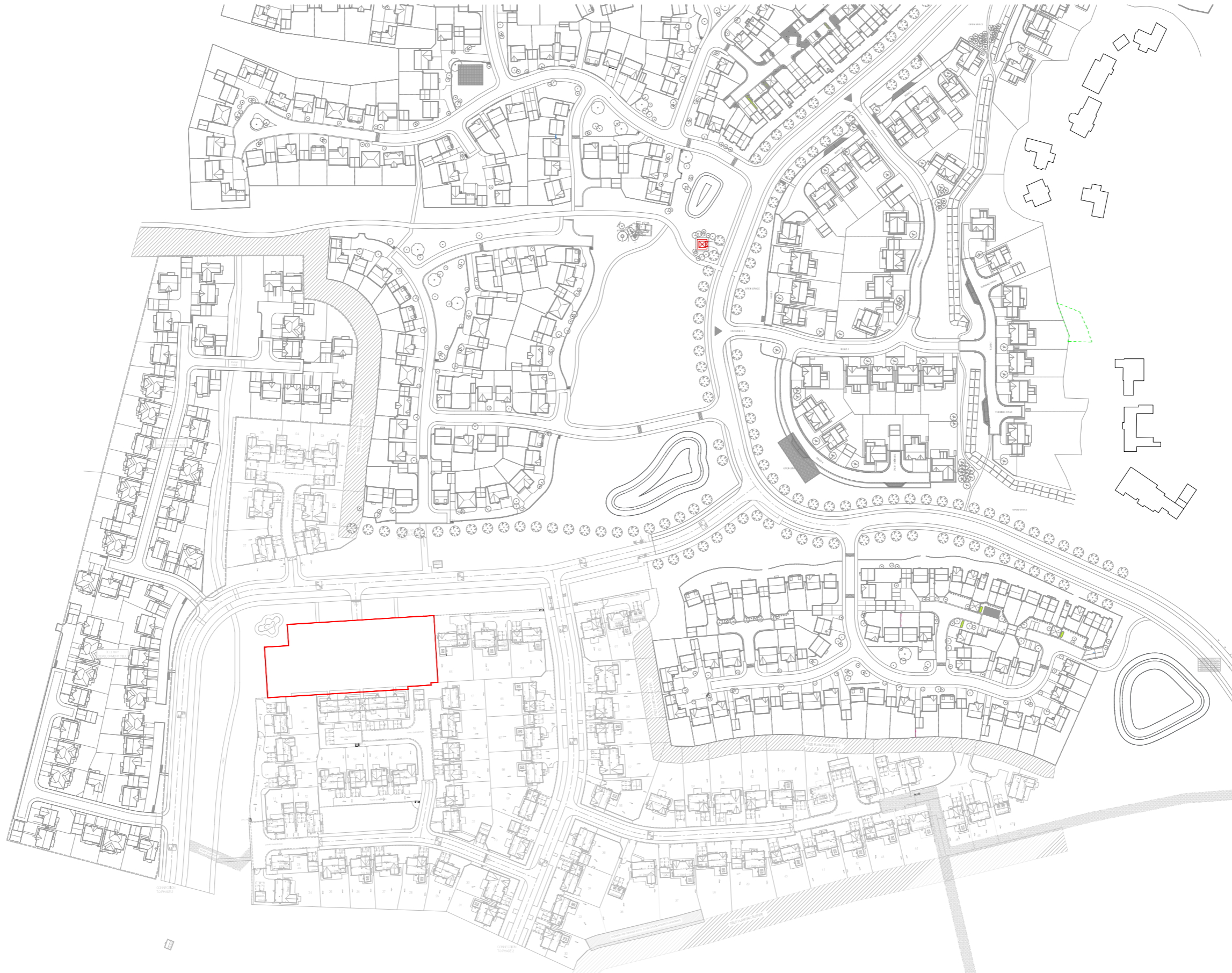
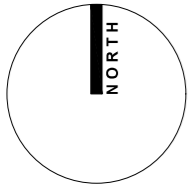
Stockton on Tees Local Plan Adopted 2019

#### **Supplementary Planning Documents**

SPD3 – Parking Provision for Developments - Oct 2011

SPD7 – Shop Front and Advertisement Design Guide - Nov 201

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Rev	Description	Drawn	Date	Checked	Date

**PLANNING**

job / client  
 WYNYARD SOUTH  
 CAMERON HALL DEVELOPMENTS  
 drawing title  
 LOCAL CENTRE - RED LINE PLAN

project no.	drawing no.	revision	date
CPT-320	PL-LC-02		30.03.23
scale	drawn by	sheet size	
1:1250	ST	A1	

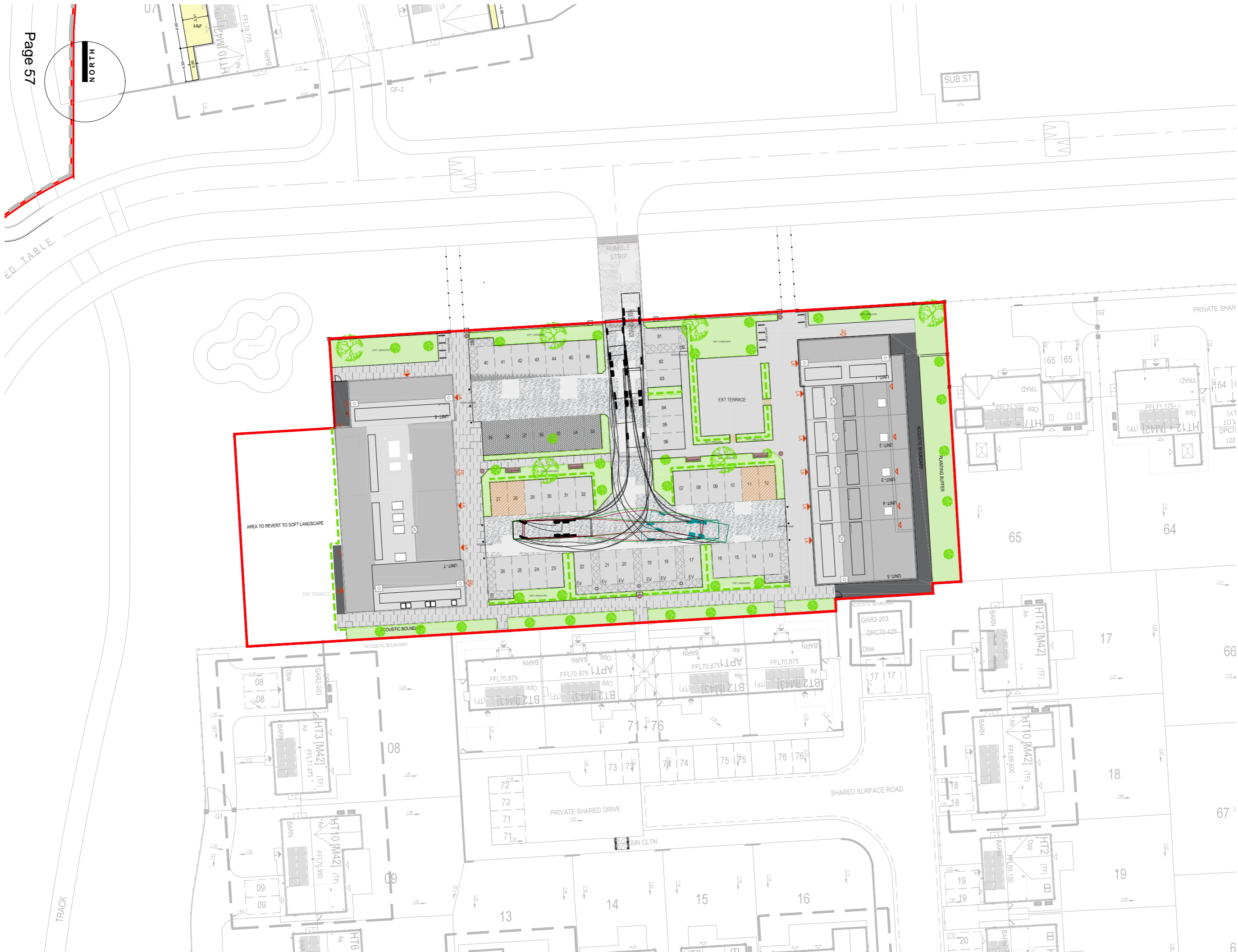
320J  
 Myrcell Way  
 Team Valley Trading Estate  
 Gateshead  
 NE11 0RT  
 0191 - 4661611  
 info@cpt-group.co.uk



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NORTH



KEY

- TAVIRA SILVER FLAG 600 X 400 X 70MM TO ALL PUBLIC AREAS
- SOFT LANDSCAPE AREAS TOPSOIL BEDS - 450MM MINIMUM DEPTH
- BLOCK PAVING - HERRINGBONE PATTERN - 80MM SLATE GREY BLOCKS (TOBERMORE)
- CONCRETE FLAG - 900X600 TO REAR PATHS
- BLACK ROLLED TARMACADAME TO ADOPTABLE STANDARD, ROAD TO BE NON ADOPTED ROAD

STREET FURNITURE - BINS AND BENCHES

NOTES:

- FOR SOFT LANDSCAPE DETAIL REFER TO DETAILED LANDSCAPE DRAWING BY PDP
- FOR EXTERNAL LIGHTING DETAIL, REFER TO WILSON GRAY DETAIL DRAWING

Rev	Description	Drawn	Date	Checked	Date
C	EXTERNAL MATERIALS CHANGE, UNIT 6 INCREASE IN BASE, REVISIONS TO UNIT 6 ADJUSTED	ST	26/09/24		
B	REVISIONS, PARKING ACCESS, UNIT 1 AND 5 SIZES ADJUSTED	ST	25/08/24		

**PLANNING**

job / client: WYNHARD SOUTH CAMERON HALL DEVELOPMENTS

drawing title: LOCAL CENTRE - SITE PLAN

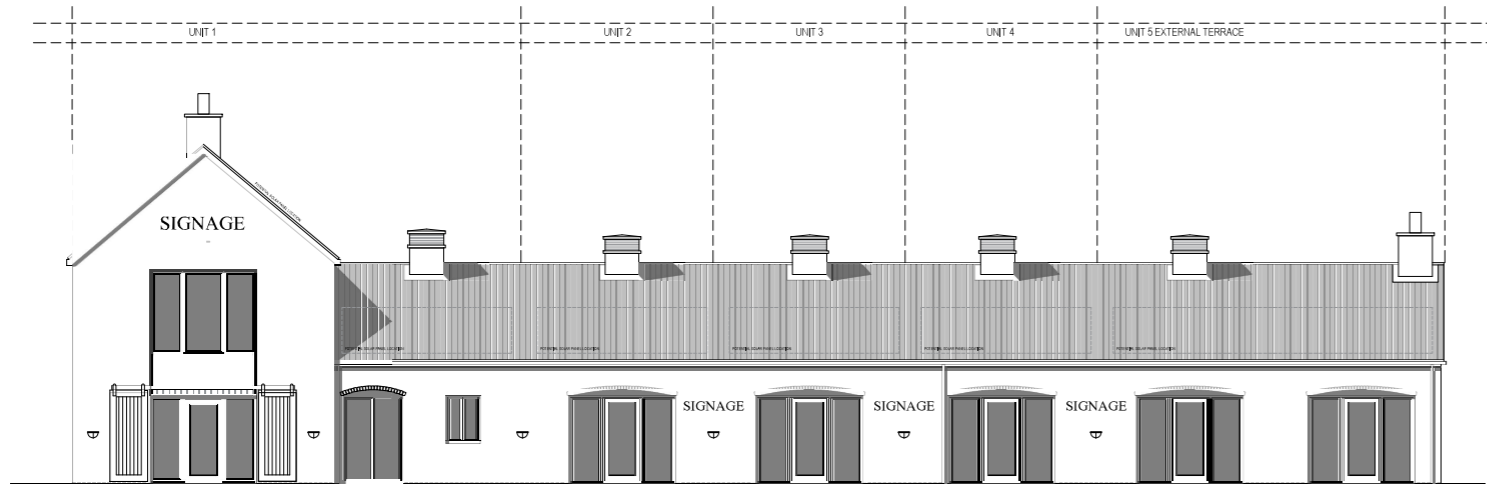
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CPT-320	PL-LC-03	C	30.03.23
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3201 Myrcall Way  
Team Valley Trading Estate  
Gateshead  
NE11 0RT

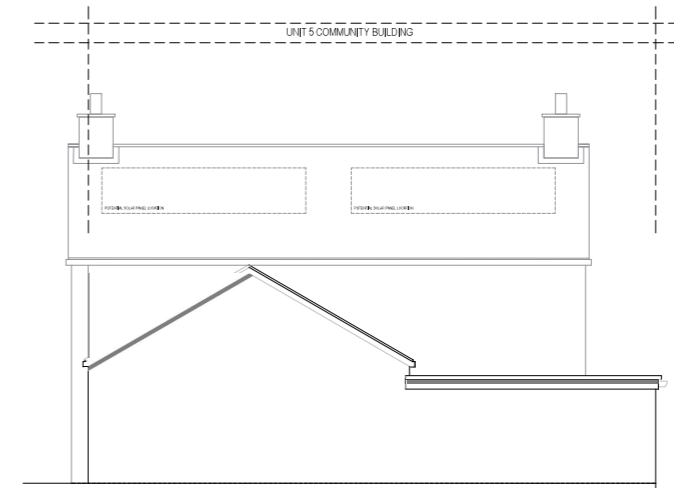
0191 - 4661611  
info@cpt-group.co.uk



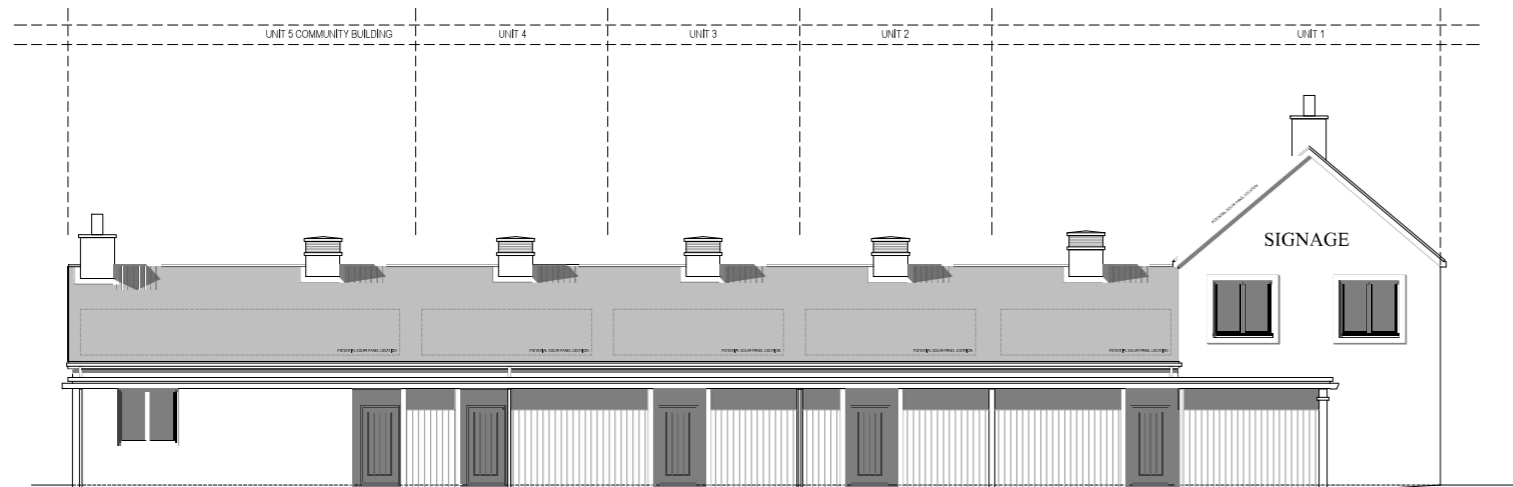
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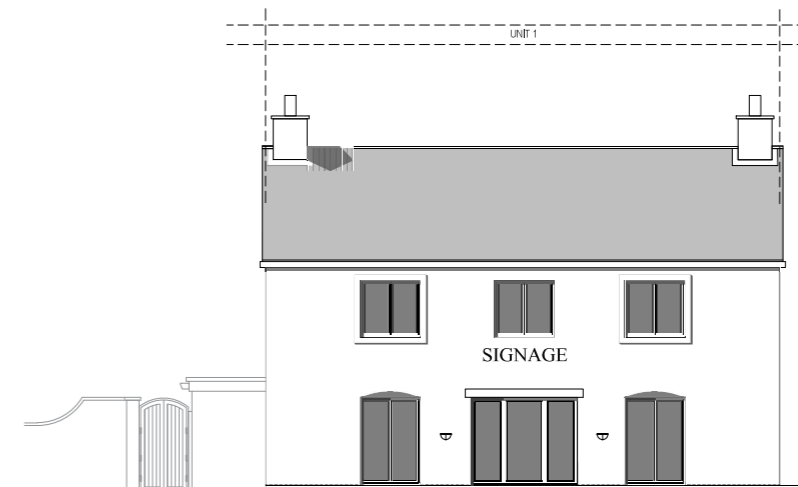
COMM 1 - WEST ELEVATION



COMM 1 - SOUTH ELEVATION



COMM 1 - EAST ELEVATION



COMM 1 - NORTH ELEVATION

Rev	Description	Drawn	Date	Checked	Date
B	ALL INTERNAL LAYOUTS REMOVED. UNIT 1 INCREASED IN SIZE AND 2 REDUCED IN SIZE. OVERALL FOOTPRINT REMAINS THE SAME.	ST	----	--	----

status

**PLANNING**

job / client  
WYNYARD SOUTH  
CAMERON HALL

drawing title  
LOCAL CENTRE  
COMMERCIAL BLOCK (EAST) - ELEVATIONS

project no.	drawing no.	revision	date
CPT-320	PL-LC-06	<b>B</b>	15.03.23

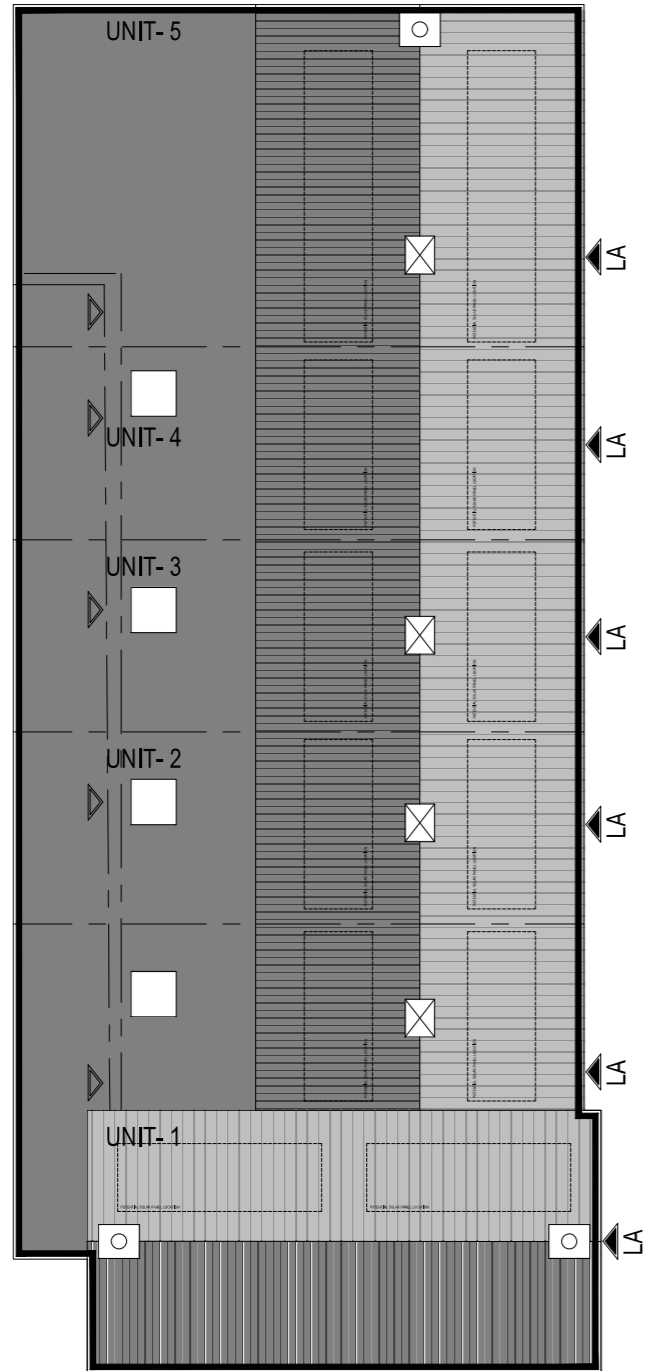
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1:100	STCD	A1

320J  
Mycoral Way  
Team Valley Trading Estate  
Gateshead  
NE11 0RT

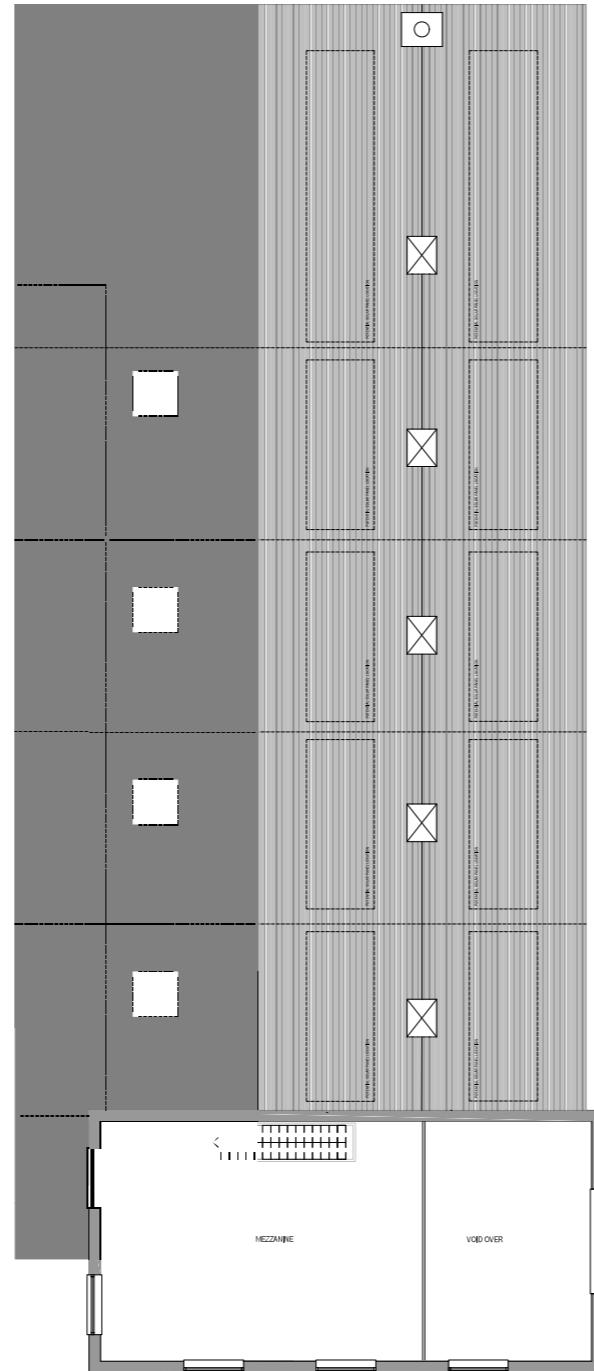
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info@cpt-group.co.uk



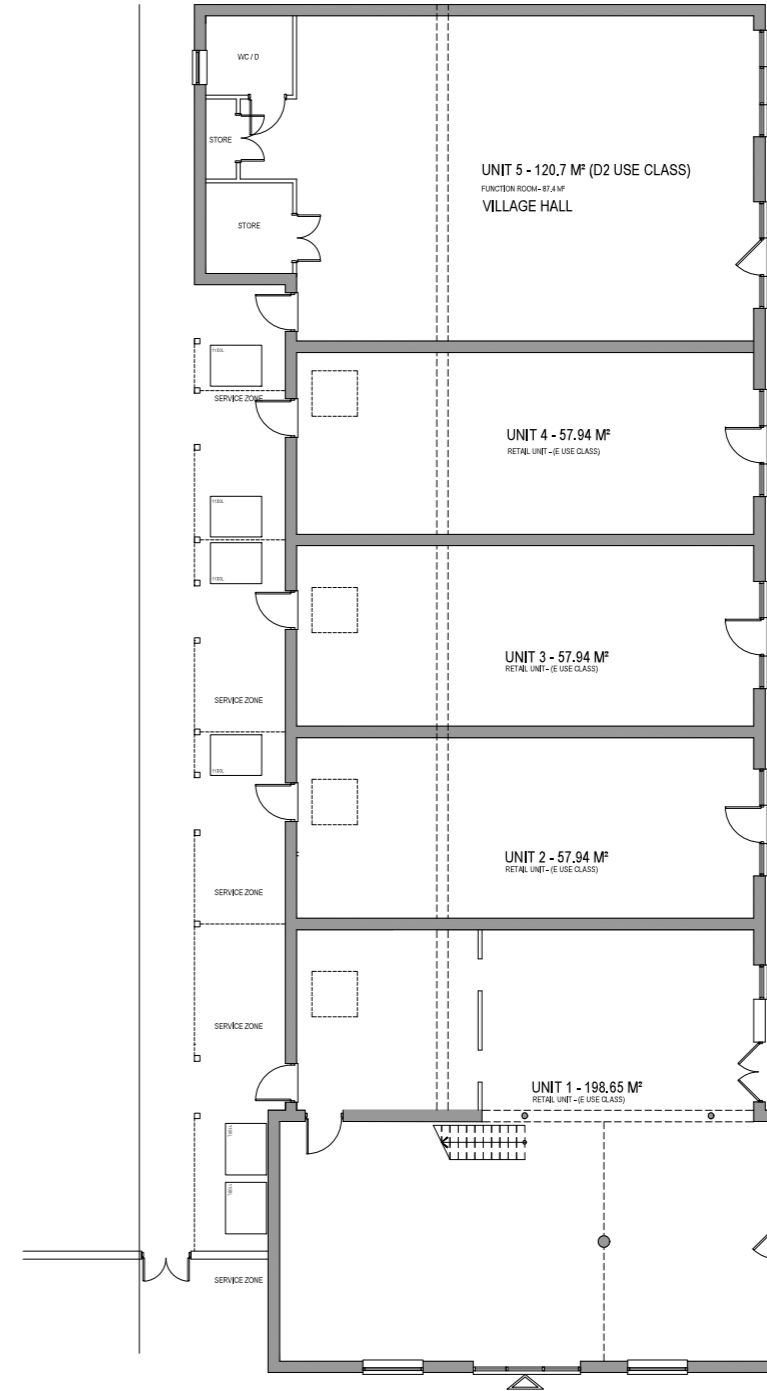
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EASTERN BLOCK - ROOF PLAN



EASTERN BLOCK - FIRST FLOOR



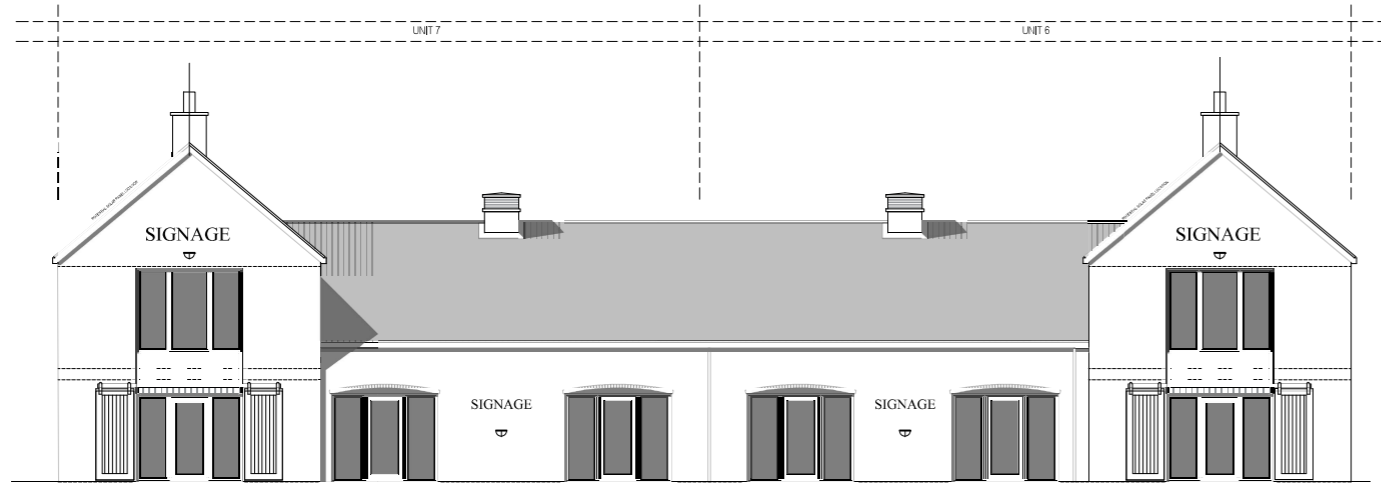
EASTERN BLOCK - GROUND FLOOR

Rev	Description	Drawn	Date	Checked	Date
B	ALL INTERNAL LAYOUTS REMOVED. UNIT 1 INCREASED IN AREA AND 3 REDUCED IN SIZE. OVERALL FOOTPRINT REMAINS THE SAME			ST	
A	INTERNAL LAYOUTS REMOVED FROM UNITS 3,3 AND 4	--	----	--	----

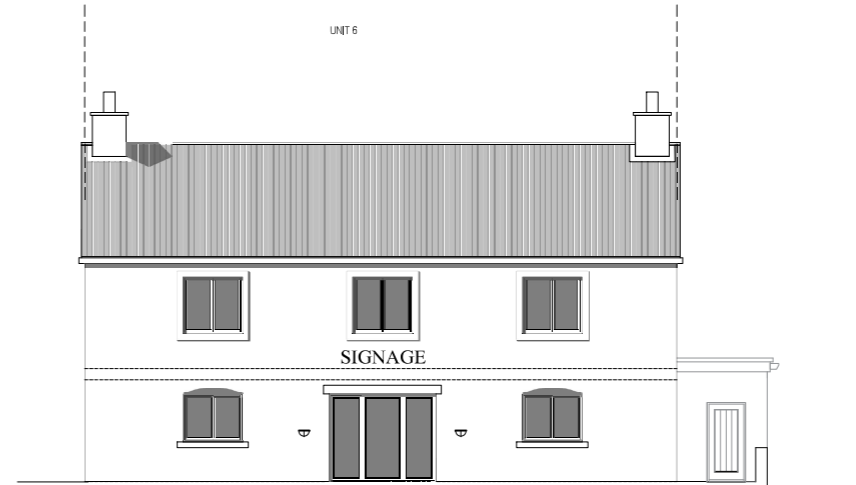
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job / client					
WYNYARD SOUTH					
CAMERON HALL					
drawing title					
LOCAL CENTRE					
COMMERCIAL BLOCK (EAST) - FLOOR PLANS					
project no.	drawing no.	revision	date		
CPT-320	PL-LC-05	B	07.01.24		
scale	drawn by		sheet size		
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320J Mycoral Way Team Valley Trading Estate Gateshead NE11 0RT					
					0191 - 4661611 info@cpt-group.co.uk



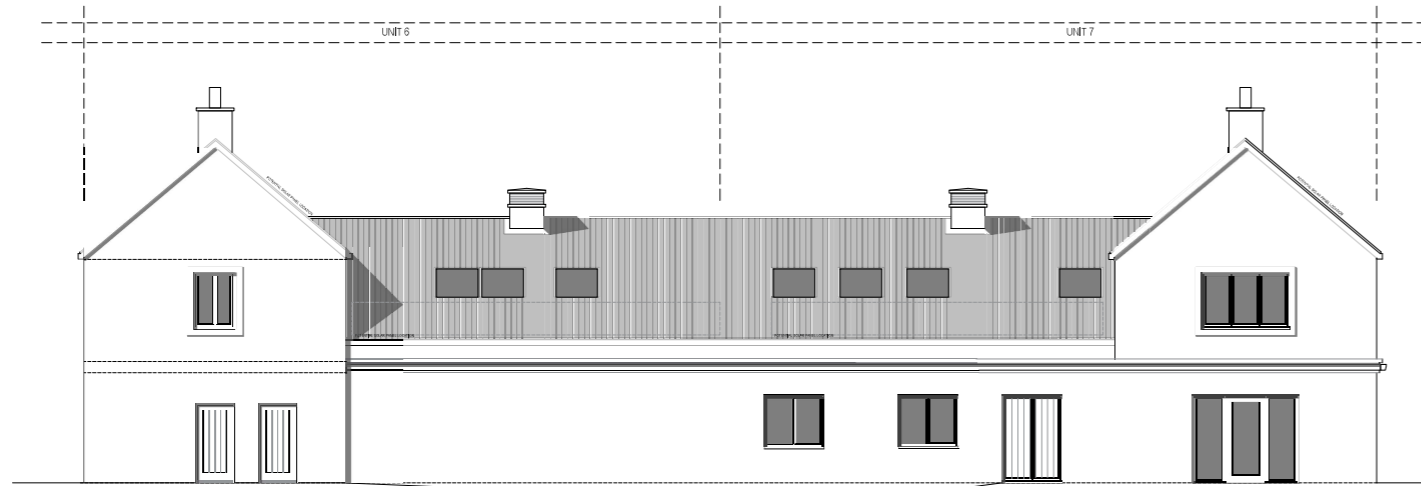
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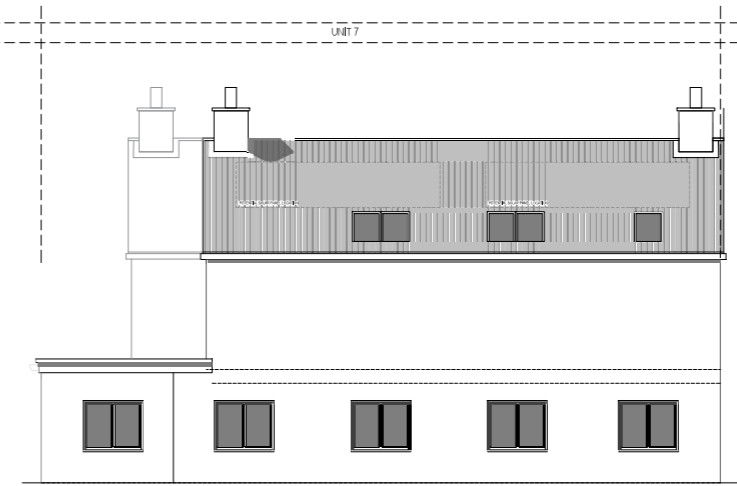
COMM 2 - EAST ELEVATION



COMM 2 - NORTH ELEVATION



COMM 2 - WEST ELEVATION



COMM 2 - SOUTH ELEVATION

Rev	Description	Drawn	Date	Checked	Date
C	EXTERNAL MATERIALS CHANGE UNIT 6 INCREASE IN SIZE. ELEVATIONS FOR UNIT 6 ADJUSTED.	BT	06/09/24		
B	ALL INTERNAL LOCATIONS REMOVED. UNIT 6 INCREASED IN SIZE AND 2 REDUCED IN SIZE. OVERALL FOOTPRINT REMAINS THE SAME.	BT	---	---	---

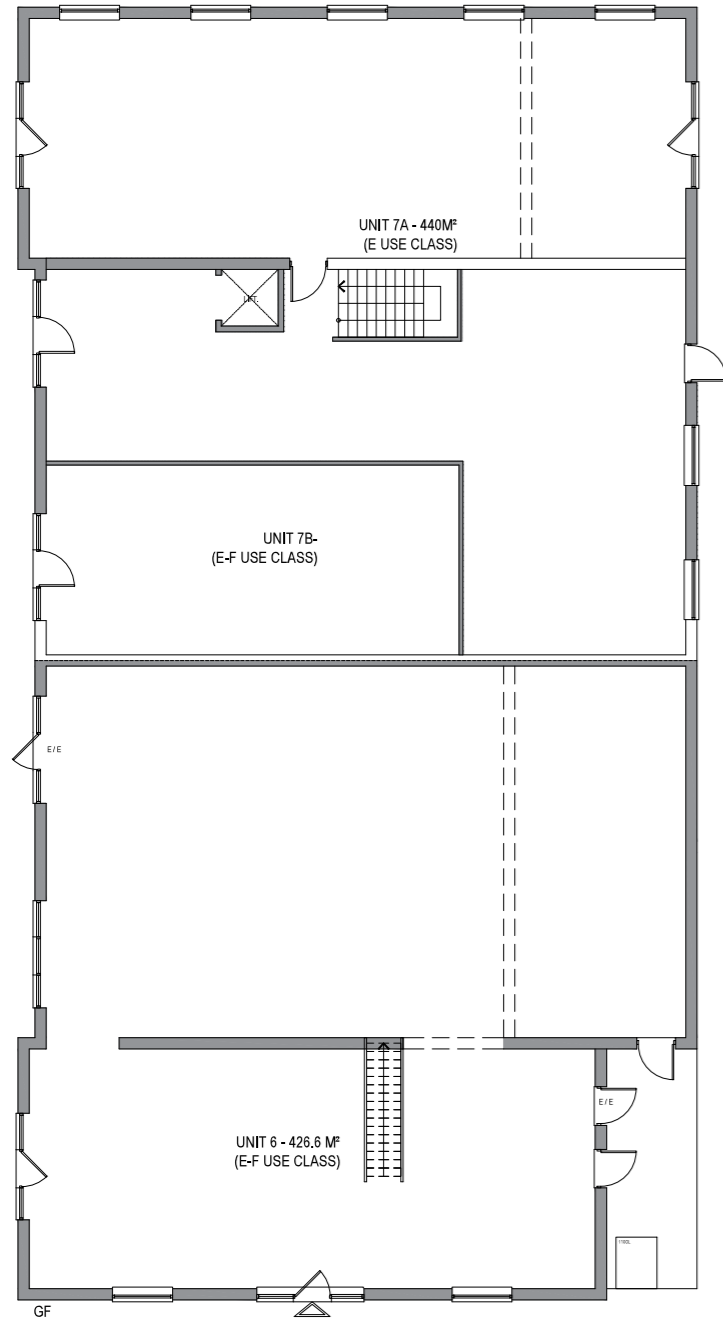
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job / client			
WYNYARD SOUTH			
CAMERON HALL			
drawing title			
LOCAL CENTRE			
COMMERCIAL BLOCK (WEST) ELEVATIONS			
project no.	drawing no.	revision	date
CPT-320	PL-LC-08	C	15.03.23
scale	drawn by	sheet size	
1:100	STCD	A1	

320J  
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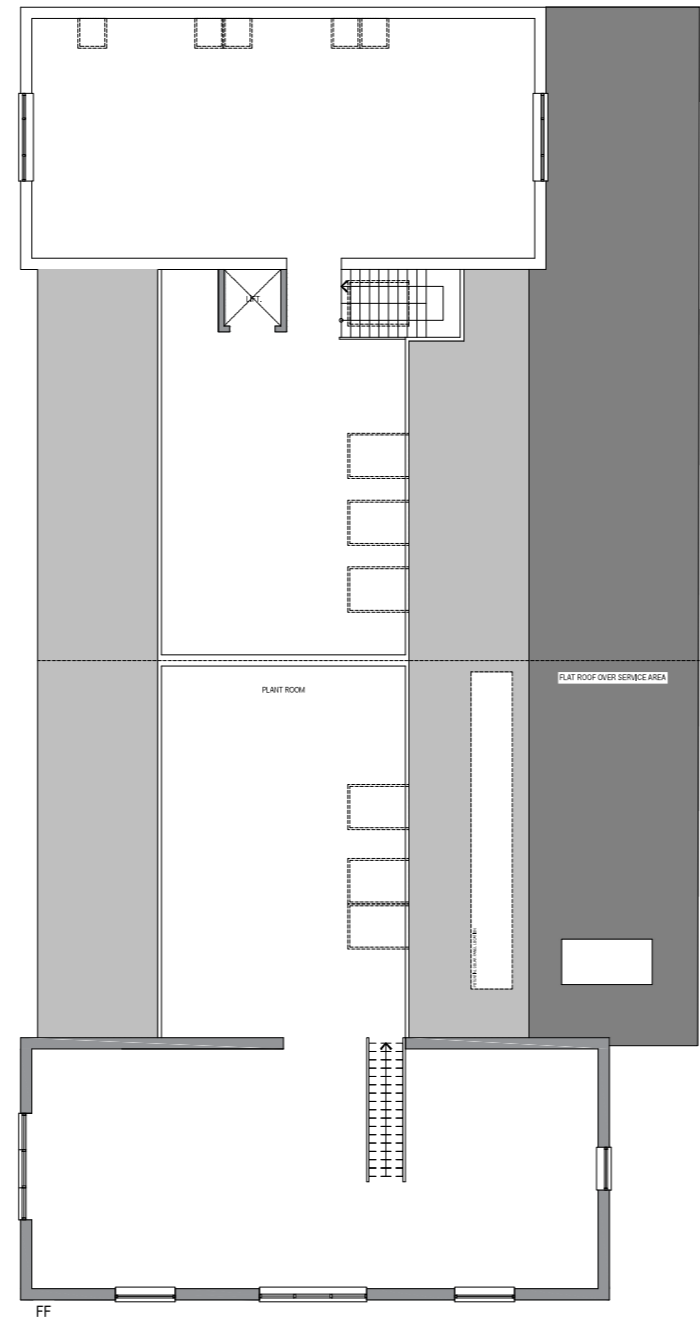


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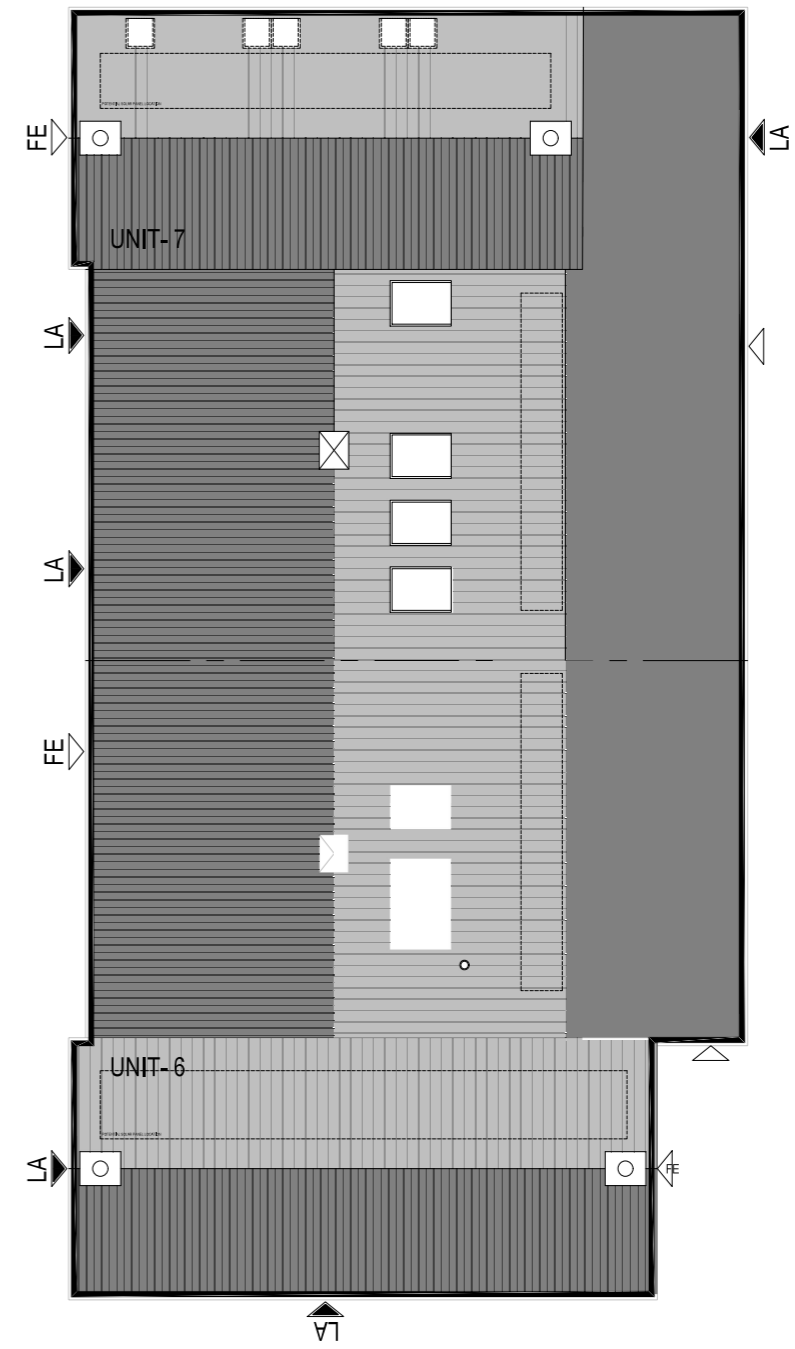




WESTERN BLOCK - GROUND FLOOR



WESTERN BLOCK - FIRST FLOOR



WESTERN BLOCK - FIRST FLOOR

Rev	Description	Drawn	Date	Checked	Date
C	EXTERNAL WATER TO CHANGE UNIT 7 INCREASE IN USE. ELEVATIONS TO BE ADJUSTED	ST	06/02/24		
B	ALL INTERNAL LAYOUTS REMOVED UNIT INCREASED BY 100 AND 2 REDUCED IN USE. ORIGINAL FOOTPRINT REMAIN THE SAME	ST			
A	COVERS IN RESTAURANT REDUCED TO 80 COVERS IN LINE WITH A FUTURE CONSTRUCTION.	ST			

status

**PLANNING**

job / client  
WYNYARD SOUTH  
CAMERON HALL

drawing title  
LOCAL CENTRE  
COMMERCIAL BLOCK (WEST) - FLOOR PLANS

project no.	drawing no.	revision	date
CPT-320	PL-LC-07	C	12.05.23

scale  
1:100

drawn by  
STCD

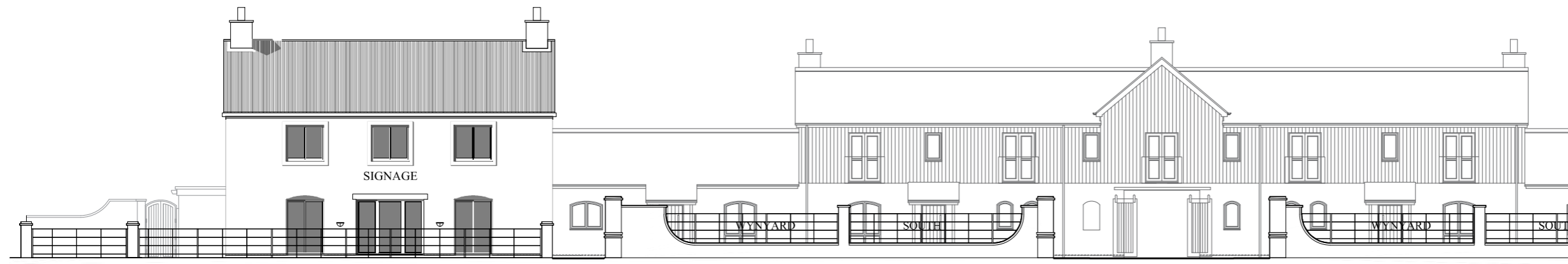
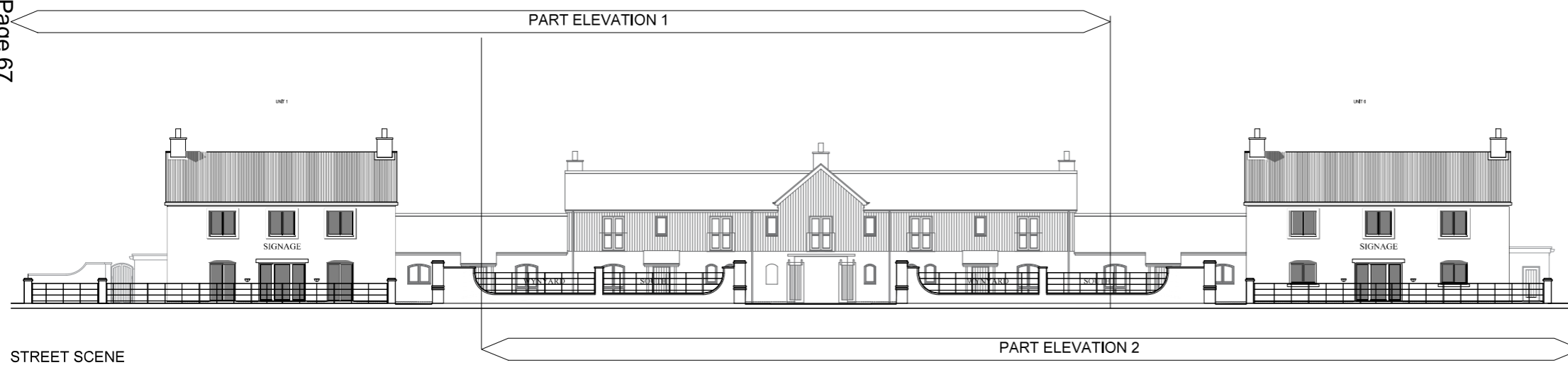
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ELEVATION 1

FEATURE WALL AND RAIL DETAIL WITH SIGNAGE



ELEVATION 2

FEATURE WALL AND RAIL DETAIL WITH SIGNAGE

Rev	Description	Drawn	Date	Checked	Date
C	EXTERNAL WATER STORAGE UNIT INCREASE IN SIZE RELATIONS TO UNIT 1 ADJUSTED	ST	16/03/24		
B	ALL EXTERNAL STORES REMOVED UNIT 1 INCREASE IN SIZE AND 2 REDUCED IN SIZE. OVERALL FOOTPRINT REMAINS THE SAME	ST			
A	ENTRANCE PILLARS MOVED BACK FROM REFRAMERY TO ALLOW FOR GREATER PLAY ROOM SWINGING BARS	ST	16/03/24		

status

PLANNING

job / client

WYN YARD SOUTH

CAMERON HALL

drawing title

LOCAL CENTRE

STREET SCENE

project no.	drawing no.	revision	date
CPT-320	PL-LC-09	C	15.03.23

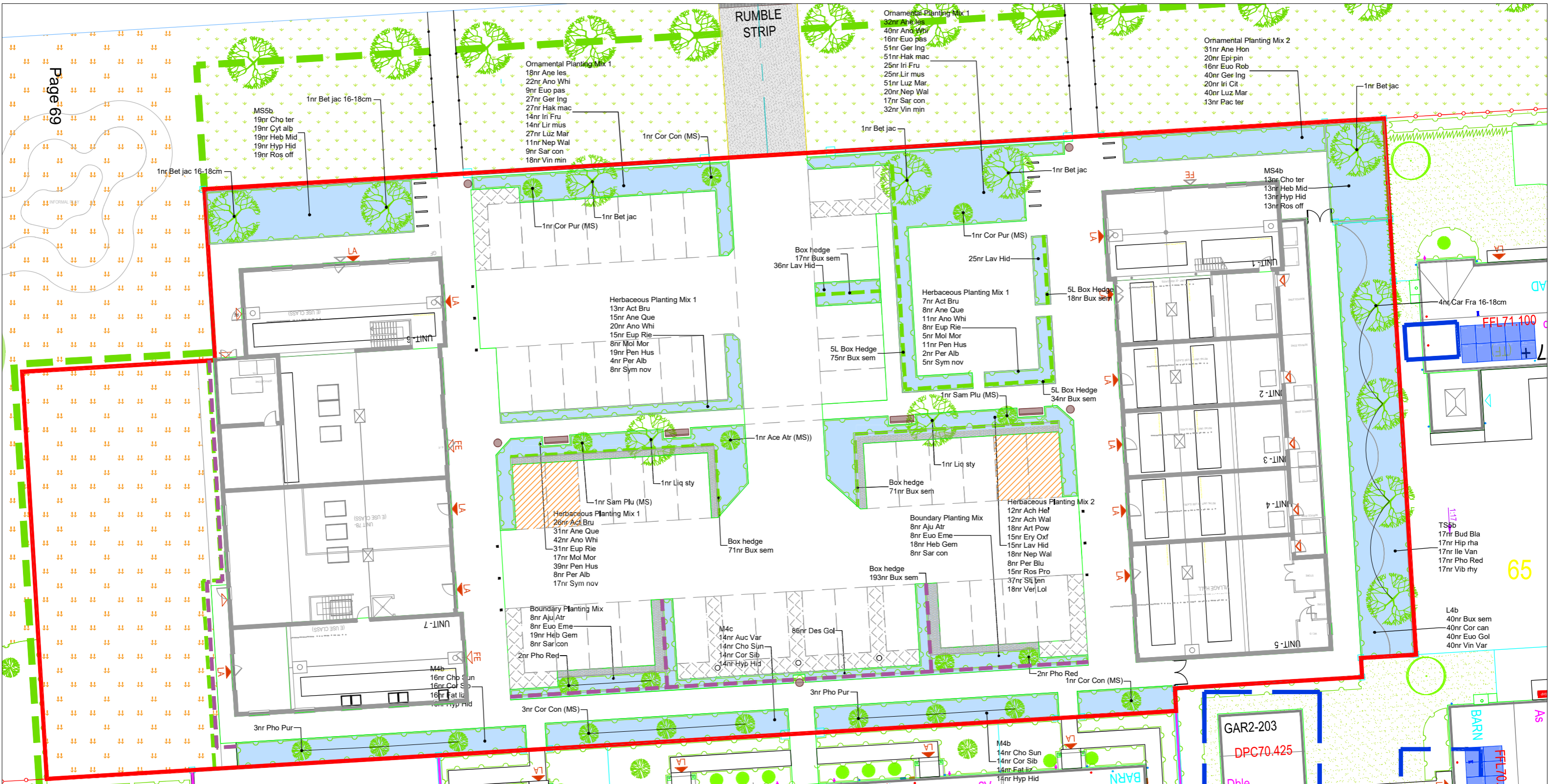
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1:100	ST/CD	A1

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CONCEPT ARCHITECTURE

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Default Planting Schedule									
Code	Plant Name	Quantity	Planting Date	Planting Method	Notes	Planting Date	Planting Method	Notes	Planting Date
1	Betula jacq.	1	16-18cm	Standard	Grassed area				
2	Herbaceous Planting Mix 1	1		Grouped	50mm depth no-fines bark mulch				
3	Ornamental shrub and herbaceous planting	1		Grouped	50mm depth no-fines bark mulch				
4	Ornamental hedge planting	1		Grouped	50mm depth no-fines bark mulch				
5	Areas of 50mm depth rolled gravel	1		Grouped	50mm depth rolled gravel				
6	Areas to be turfed	1		Grouped	50mm depth rolled gravel				

-  Extra heavy standard tree planting in grassed or planted areas. Tree pits as per BS 8545:2014. To include single 1.6m timber stake, 600mm above ground, spacer and biodegradable tie.
-  Multi-stem semi-mature shrub planting within gravel-topped tree pits.
-  Ornamental shrub and herbaceous planting, including 50mm depth no-fines bark mulch. Individual species to be planted in groups of between 7 and 19.
-  Ornamental hedge planting, including 50mm depth no-fines bark mulch. New hedging to be protected with stock-proof fencing during establishment phase.
-  Areas of 50mm depth rolled gravel above cultivated topsoil and pegged sheet-mulch. With EverEdge steel edging, or similar.
-  Areas to be turfed.

Revision C: Updated to latest layout from Urban North, PDP: 05.09.24  
 Revision B: Amendments to accommodate SPA comments and minor layout changes, PDP: 19.06.24  
 Revision A: Updated at client request, PDP: 15.01.24

**PDP Associates**  
 Great Asby  
 Appleby in Westmorland  
 Cumbria  
 CA16 6HD  
 017683 54130  
 info@pdp-cumbria.co.uk

Client  
 Cameron Hall Developments

Project  
 Wynyard - Local Centre

Drawing title  
 Soft Landscape Proposals

Scale 1:200 @ A2     Drawn by PDP     Date Jan 2024

Drawing No.  
**c-2044-04 Revision C**

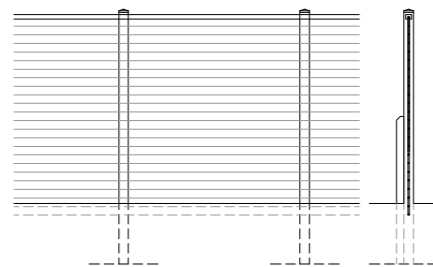
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DO NOT SCALE  
DO NOT SCALE THIS DRAWING. USE FIGURED DIMENSIONS IN ALL CASES. CHECK ALL DIMENSIONS ON SITE. REPORT ANY DISCREPANCIES TO CONCEPT ARCHITECTURE BEFORE PROCEEDING.



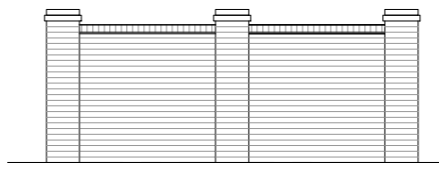
1:200

- KEY**
- FACING MATERIALS**
- BIRTLEY BUFF FACING BRICK TO SINGLE ST ELEMENTS
  - NATURAL STONE FACING MATERIAL TO 2 ST ELEMENTS
  - NATURAL SLATE ROOF
  - SANDTOFT CONCRETE SHIRE TILE (RUSTIC RED)
- BOUNDARY TYPE**
- FEATURE WALL WITH SIGNAGE (SEE ELEVATIONS)
  - BRICKWORK WALL - 1.8M HIGH
  - BRICKWORK WALL - 0.9 M HIGH
  - ACOUSTIC FENCE (SEE DETAIL)
  - ESTATE RAIL 0.9M
  - HEDGE PLANTING 0.6M HIGH
- REFER TO BOUNDARY DRAWING FOR DETAILS
- NOTE**
- ALL BOUNDARY WALLS TO BE BIRTLEY BUFF



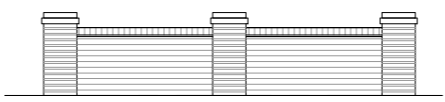
**ACOUSTIC FENCE - 2.5M HIGH**

2500mm high 100x100 posts, with 60 x 60mm steel spur posts with 139 x 20 mm hit acoustic T and G board, horizontal capping rail rail with nominal gaps under fencing due to ground levels.



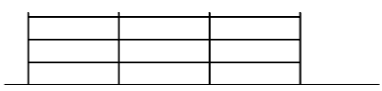
**MASONRY WALL - 1.8M HIGH**

1800mm high, 215mm thick brick wall with brick on edge coping on. First 2 courses above GL in engineering brick to form dpc, 440x 440mm brick pillars with corbel brickwork cap and coping.



**MASONRY WALL - 0.9M HIGH**

900mm high, 215mm thick brick wall with brick on edge coping on. First 2 courses above GL in engineering brick to form dpc, 440x 440mm brick pillars with corbel brickwork cap and coping.



**BOUNDARY TYPE 3**

900 mm high Metal Estate Railing

1:50

Rev	Description	Drawn	Date	Checked	Date
C	EXTERNAL WATERBUTTS CHANGE UNIT # INCREASE IN SIZE. ELECTRODES TO ONE FACED	ST	06.02.24		
B	ROOF COVERING CHANGED ON TWO STOREY ELEMENTS	ST	02.07.24		
A	ENTRANCE HERE ADDED TO ALLOW BIRTLEY BUFF FROM PLANTING BUFFER AND HEDGE PLANTING BY REWORKED TO ALLOW TRACKING OF REFUSE VEHICLES LIFTING AND LANDSCAPE ADJUSTED TO SITE.	ST	05.04.24		

**PLANNING**

job / client  
WYNYARD PARK - SOUTH  
CAMERON HALL DEVELOPMENTS

drawing title  
SITE PLAN

FACING MATERIALS - BOUNDARY TYPES

project no.	drawing no.	revision	date
CPT-320	PL 10	C	05.02.24

scale  
1:200 / 1:50

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ST

sheet size  
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320J  
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