

Date:

Wednesday 9 September 2026 at 1.30 pm

Venue:

Council Chamber, Dunedin House, Columbia Drive, Thornaby, TS17 6BJ

Cllr Mick Stoker (Chair)

Cllr Michelle Bendelow (Vice-Chair)

Cllr Carol Clark, Cllr Stephen Dodds, 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

Agenda

1. Livestreaming

This meeting will be filmed for live and / or subsequent broadcast on the Council's website. The whole of the meeting will be filmed, except where there are confidential or exempt items, and the footage will be on the website for 12 months. A copy of it will also be retained in accordance with the Council's data retention policy.

If you attend and make a representation to the meeting, you will be deemed to have consented to being filmed. When admitted to the Council Chamber you are also consenting to being filmed and to the possible use of those images and sound recordings for livestreaming and / or training purposes. If you do not wish to have your image captured, please contact Democratic Services prior to attending the meeting.

If there are any technical difficulties with the livestreaming, the meeting will still proceed.

2. Evacuation Procedure (Pages 7 - 10)

3. Apologies for Absence

4. Declarations of Interest

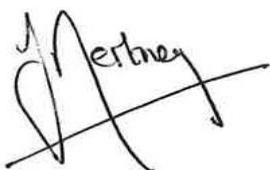
5. Planning Protocol (Pages 11 - 12)

6. Ref NO 21/0249/REM Site Address Tithebarns Fields, Land West Of Harrowgate Lane, Stockton-on-Tees Application Description : Reserved matters for the appearance, landscaping, layout and scale for residential development comprising 230 dwellings for phase 1, 2 and 3 (Pages 13 - 64)

7. Reference number 21/1599/REM; Site Address Tithebarns Fields, Land West Of Harrowgate Lane, Stockton-on-Tees; Site Proposal: Reserved matters for the

appearance, landscaping, layout and scale for residential development comprising 110 dwellings for phases 4 and 5. (Pages 65 - 112)

- 8. Ref No 21/2130/FUL Site Address : Land At Harrowgate Lane, Bishopgarth, Stockton-On-Tees Application Description : Erection of 54 dwellings (Pages 113 - 172)**
- 9. Application Ref 26/0580/COU Site Address: 10 Dryden Close, Billingham Application Description: Change of use from dwellinghouse (C3) to residential care home (C2) for up to three children aged between 8 and 18. (Pages 173 - 192)**
- 10. Reference Number 26/1069/RET; Site Address: Lidl , Billingham Road, Norton Application Description : Retrospective planning permission is sought for the installation of 4no ANPR cameras to existing lighting columns (Pages 193 - 204)**
- 11. Application Reference Number :26/1070/ADV Site Address: Lidl , Billingham Road, Norton Application Description Retrospective advertisement consent is sought for 13 no non illuminated pole mounted signs and 2no non illuminated wall mounted signs (Pages 205 - 218)**
- 12. Application Reference :26/0321/LA Site Address: Land Adjacent To Fire Station, Master Road, Thornaby; Application Description Retrospective Planning permission for the temporary change of use of a section of public green space to site compound, including erection of 2.5m gate and fence (Pages 219 - 232)**
- 13. 25/0759/LA Land East of Clarendon Road, Thornaby (Pages 233 - 266)**



Jonathan Nertney
Head of Democratic Services
Tuesday 1 September 2026

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: Democratic Services Officer Sarah Whaley on email 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

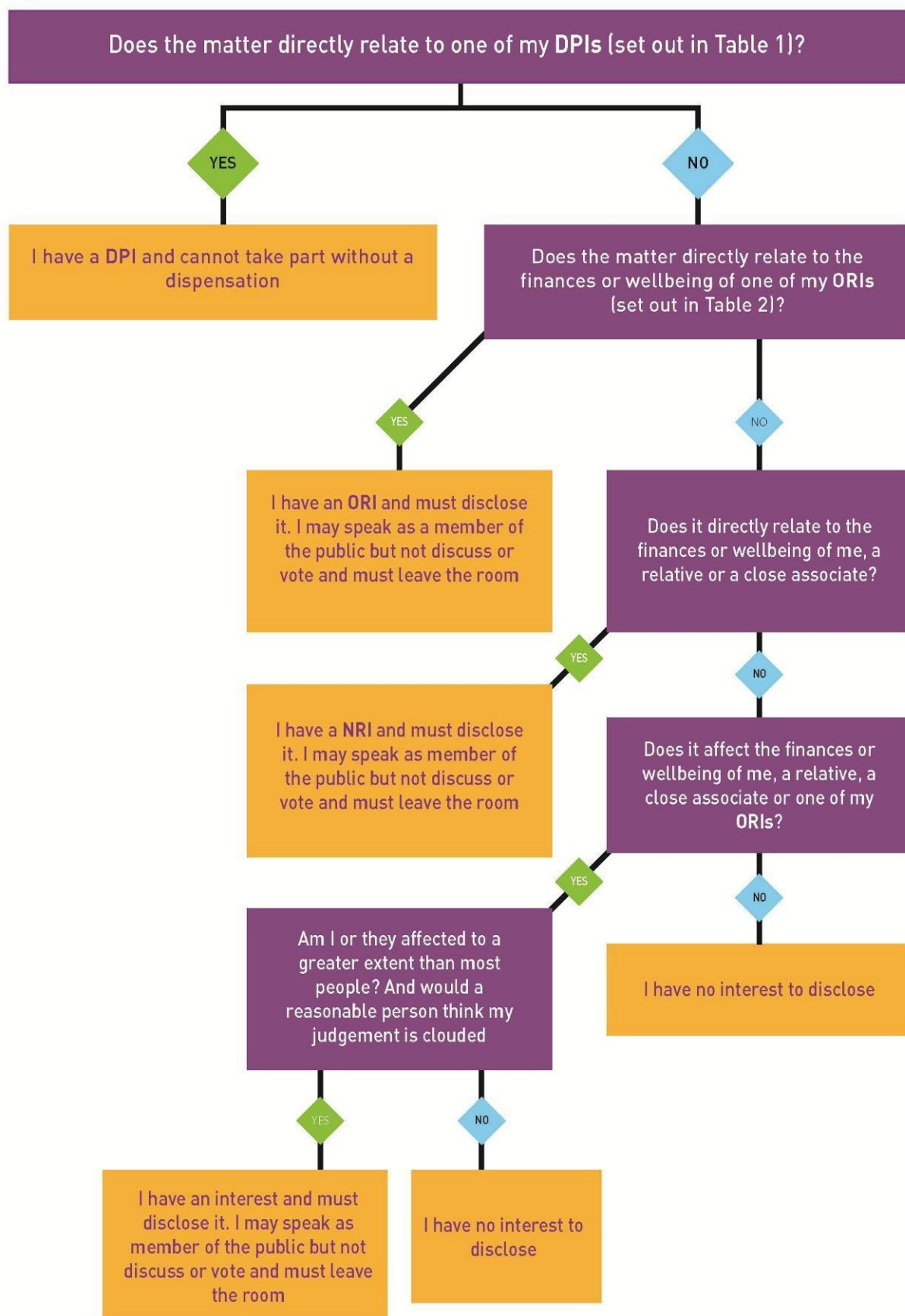


Table 1 - Disclosable Pecuniary Interests

Subject	Description
Employment, office, trade, profession or vocation	Any employment, office, trade, profession or vocation carried on for profit or gain
Sponsorship	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.
Contracts	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.
Land and property	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.
Licences	Any licence (alone or jointly with others) to occupy land in the area of the council for a month or longer.
Corporate tenancies	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.
Securities	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 Registrable 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

Council Chamber, Dunedin House Evacuation Procedure & Housekeeping

Entry

Entry to the Council Chamber is via the Council Chamber entrance indicated on the map below.



In the event of an emergency alarm activation, everyone should immediately start to leave their workspace by the nearest available signed Exit route.

The emergency exits are located via the doors on either side of the raised seating area at the front of the Council Chamber.

Fires, explosions, and bomb threats are among the occurrences that may require the emergency evacuation of Dunedin House. Continuous sounding and flashing of the Fire Alarm is the signal to evacuate the building or upon instruction from a Fire Warden or a Manager.

The Emergency Evacuation Assembly Point is in the overflow car park located across the road from Dunedin House.

The allocated assembly point for the Council Chamber is: D2

Map of the Emergency Evacuation Assembly Point - the overflow car park:



All occupants must respond to the alarm signal by immediately initiating the evacuation procedure.

When the Alarm sounds:

1. **stop all activities immediately.** Even if you believe it is a false alarm or practice drill, you MUST follow procedures to evacuate the building fully.
2. **follow directional EXIT signs** to evacuate via the nearest safe exit in a calm and orderly manner.
 - do not stop to collect your belongings
 - close all doors as you leave
3. **steer clear of hazards.** If evacuation becomes difficult via a chosen route because of smoke, flames or a blockage, re-enter the Chamber (if safe to do so). Continue the evacuation via the nearest safe exit route.
4. **proceed to the Evacuation Assembly Point.** Move away from the building. Once you have exited the building, proceed to the main Evacuation Assembly Point immediately - located in the **East Overflow Car Park**.
 - do not assemble directly outside the building or on any main roadway, to ensure access for Emergency Services.

5. await further instructions.

- **do not re-enter the building under any circumstances without an “all clear”** which should only be given by the Incident Control Officer/Chief Fire Warden, Fire Warden or Manager.
- do not leave the area without permission.
- ensure all colleagues and visitors are accounted for. Notify a Fire Warden or Manager immediately if you have any concerns

Toilets

Toilets are located immediately outside the Council Chamber, accessed via the door at the back of the Chamber.

Water Cooler

A water cooler is available at the rear of the Council Chamber.

Microphones

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

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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

Report to Planning Committee

9 September 2026

Report of Director of Regeneration and Inclusive Growth

21/0249/REM**Tithebarns Fields, Land West Of Harrowgate Lane, Stockton-on-Tees****Expiry Date: 4 June 2021****Extension of Time Date: 30 January 2026****Summary**

The application site ("the Site") is located on the western side of Harrowgate Lane and extends to approximately 13.41 hectares. The Site has an approximately L-shaped form and is identified as Zone C within the West Stockton Sustainable Urban Extension (WSSUE).

This application is seeking reserved matters for the appearance, landscaping, layout and scale for residential development comprising 230 dwellings for phase 1, 2 and 3.

The Site forms part of the West Stockton Strategic Urban Extension, a key housing growth area identified within the adopted Local Plan. The principle of residential development has therefore already been established and accepted through the development plan framework. Although the proposal would increase the number of dwellings delivered within this part of the WSSUE, no material planning considerations have been identified that would preclude the increase in unit numbers. The increased housing provision within the context of an allocated site is considered to represent a meaningful contribution to the Councils Housing Land Supply.

In terms of design and layout, the proposed development is considered acceptable in respect of its appearance, scale and site arrangement. Assessment of the supporting information indicates that the additional dwellings can be accommodated without giving rise to unacceptable technical impacts, including in relation to highway capacity.

Given the integrated nature of the wider development proposals across the WSSUE and in the interests of completeness, this application is being presented alongside applications 21/2130/FUL and 21/1599/REM.

Subject to securing the necessary contribution and through the implementation of the recommended conditions the proposal is considered acceptable in planning terms. Members are therefore requested to support the application.

Recommendations

That members be minded to approve planning application 21/0249/REM in accordance with the following conditions and s106 HoTs or such other conditions or HoTs as the Planning Services Manager deems necessary;

01 Approved Plans

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

Plan Reference Number**Date Received**

500-005	22 April 2024
504-006	22 April 2024
505-006	22 April 2024
510-002	22 April 2024
510-003	22 April 2024
510-004	22 April 2024
ASK/END/0-001 REV A	22 April 2024
ASK/END/0-002 REV A	22 April 2024
ASK/MID/0-001 REV A	22 April 2024
ASK/MID/0-002 REV A	22 April 2024
B3/0-001 REV A	22 April 2024
B3/0-002 REV A	22 April 2024
B3/END/0-001 REV A	22 April 2024
B3/END/0-002 REV A	22 April 2024
BAI/0-001 REV A	22 April 2024
BAI/0-001 REV A	22 April 2024
BAI/0-002 REV A	22 April 2024
BAI/0-002 REV A	22 April 2024
CAD/0-001 REV A	22 April 2024
CAD/0-002 REV A	22 April 2024
DAL/0-001 REV A	22 April 2024
DAL/0-002 REV A	22 April 2024
E2.1/END/0-001.5 REV A	22 April 2024
E2.1/MID/0-001.5 REV A	22 April 2024
E2.1/MID/0-002.5 REV A	22 April 2024
E2.1/MID/0-002.5 REV A	22 April 2024
EAS/END/0-001.5 REV A	22 April 2024
EAS/END/0-002.5 REV A	22 April 2024
EAS/MID/0-001.5 REV A	22 April 2024
EAS/MID/0-002.5 REV A	22 April 2024
FER/END/0-001 REV B	22 April 2024
FER/END/0-002 REV A	22 April 2024
HOR/0-001 REV A	22 April 2024
HOR/0-002 REV A	22 April 2024
LEY/DET/0-001 REV A	22 April 2024
LEY/DET/0-002 REV A	22 April 2024
OAK/0-001 REV A	22 April 2024
OAK/0-002 REV A	22 April 2024
RIP/END/0-001.5 REV A	22 April 2024
RIP/END/0-001.5 REV A	22 April 2024
RIP/END/0-002.5 REV A	22 April 2024
SAL/END/0-001.5 A	22 April 2024
SAL/END/0-001.5 A	22 April 2024
SAL/END/0-002.5 REV A	22 April 2024
SAL/END/0-002.5 REV A	22 April 2024
SAL/MID/0-001.5 A	22 April 2024
SAL/MID/0-002.2 REV A	22 April 2024
WEN/0-001 A	22 April 2024
WEN/0-002 A	22 April 2024
5205-101 Rev A	8 November 2024
5205 – 200 Rev C	21 January 2025
5205 – 250 Rev B	21 January 2025
5205 – 201 Rev B	21 January 2025

Reason: To define the consent.

02 NWL Drainage

Development shall not commence until a detailed scheme for the disposal of foul and surface water from the development hereby approved has been submitted to and approved in writing by the Local Planning Authority in consultation with Northumbrian Water and the Lead Local Flood Authority. Thereafter the development shall take place in accordance with the approved details.

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

03 Discharge of Surface Water

The development hereby approved shall not be commenced on site, until a scheme for 'the implementation, maintenance and management of a Sustainable Surface Water Drainage Scheme has first been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details, the scheme shall include but not be restricted to providing the following details;

- I. Detailed design of the surface water management system; (for each phase of the development).
- II. Detailed overland flow management assessment & Integration with Adoptable Drainage Network
- III. Finished Floor Levels (FFLs) – Minimum finished floor levels shall be set based on the development's post-construction flood risk profile, including critical water levels arising from the 1 in 100-year event plus 40% climate change allowance, with a suitable freeboard applied.
- IV. A build programme and timetable for the provision of the critical surface water drainage infrastructure;
- V. A management plan detailing how surface water runoff from the site will be managed during the construction phase;
- VI. Details of adoption responsibilities

Reason: To ensure the site is developed in a manner that will not increase the risk of surface water flooding to site or surrounding area, in accordance with the Local Plan Policies SD5 & ENV4 and the NPPF

04 Watercourse Assessment

No development shall commence until a detailed surface water drainage strategy has been submitted to and approved in writing by the local planning authority. The strategy shall address the following concerns and provide supporting evidence to ensure the proposed development does not increase flood risk within or beyond the site boundary:

- I. Hydraulic Performance of Overland Flow Channels & Culverts – The developer shall provide detailed, site-specific hydraulic modelling of all proposed overland flow channels and culverts
- II. Long-Term Functionality & Erosion Mitigation
- III. Culvert Risk Assessments & Screen Initial Needs Assessment
- IV. Impounding Structures & Embankment Design Assessment

Reason: To ensure that the proposed development adequately mitigates flood risk and integrates with the local drainage network in accordance with the National Planning Policy Framework (NPPF), and relevant local policies on flood risk and sustainable drainage.

05 Discharge of Surface Water

The building hereby approved shall not be brought into use until:-

- I. Requisite elements of the approved surface water management scheme for the development, or any phase of the development are in place and fully operational to serve said building
- II. The drawings of all Suds features have been submitted and approved in writing by the Local Planning Authority, the drawings should highlight all site levels, including the 30year and 100year+cc flood levels and confirmation of storage capacity
- III. A Management and maintenance plan of the approved Surface Water Drainage scheme has been submitted and approved in writing by the Local Planning Authority, this should include the funding arrangements and cover the lifetime of the development

Reason: To reduce flood risk and ensure satisfactory long-term maintenance are in place for the lifetime of the development.

06 Walkover Survey

A maximum of three months before works commencing on site for each phase of development 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 to and approved in writing by the Local Planning Authority and any identified additional or revised mitigation measures required shall be implemented wholly in accordance with the approved details prior to the commencement of the respective phase.

Reason: To preserve, protect and enhances the biodiversity of the site in accordance with Local Plan Policy ENV5 and the NPPF

07 Mitigation Measures

In addition to the requirement of Condition 12 of 14/2291/EIS during the construction processes, a minimum of 70 bespoke nesting cavities for other Red Category Species like Swift, House Sparrow and bats should be incorporated into the development on the gable ends at an elevated position.

Reason: To preserve, protect and enhances the biodiversity of the site in accordance with Local Plan Policy ENV5 and the NPPF

08 Habitat Management Monitoring Plan

No development shall commence until a Habitat Management and Monitoring Plan (HMMP) has been prepared in accordance with the approved Biodiversity Gain Plan and has been submitted to and approved in writing by the Local Planning Authority. The HMMP shall include: (a) a non-technical summary; (b) the roles and responsibilities of the people or organisation(s) delivering the HMMP; (c) the planned habitat creation and enhancement works to create or improve habitat to achieve the biodiversity net gain in accordance with the approved Biodiversity Gain Plan; (d) the management measures to maintain habitat in accordance with the approved Biodiversity Gain Plan for a period of 30 years from the practical completion of the development or the first occupation of the development, whichever is the sooner; and (e) the monitoring methodology and frequency in respect of the created or enhanced habitat to be submitted to the Local Planning Authority.

Reason: To ensure the proposed habitat creation and/or enhancements are suitably managed and monitored to ensure development delivers a biodiversity net gain in accordance with Schedule 7A of the Town and Country Planning Act 1990 and Policy 41 of the County Durham Plan and Part 15 of the National Planning Policy Framework.

09 Bat Check

Prior to the felling of any trees a Climb and Inspect Assessment shall be carried out by a qualified Ecologist in conjunction with the qualified Arboriculturist to check for cavities and inspection with an endoscope or mirrors if appropriate. Works to the trees should not commence until the Inspection Report has been submitted to and agreed in writing by the Local Planning Authority. The works should then be carried out in complete conformity of the report. If any evidence of bat roosts are found works should cease immediately and a Natural England License sought.

Reason: In the interest of safeguarding a European Protected Species and their habitat in accordance with the Habitat Regulations and in accordance with Local Plan Policy ENV5 and the NPPF.

10 Biodiversity Enhancement and Management Plan (BEMP)

Notwithstanding the proposals detailed in the respective reports, prior to the commencement of the development hereby permitted the developer shall submit to and have approved in writing by the Local Planning Authority a Biodiversity Gain Plan. The Biodiversity Gain Plan must contain, including information about the steps that will be taken to minimise the adverse effect of the development on the biodiversity of the onsite habitat and the site's pre- and post-development biodiversity value and how these gains will be incorporated within the final landscape plan as required by condition 13. The agreed works shall be implemented in accordance with the agreed details and be retained thereafter for the lifetime of the development.

Reason: To preserve, protect and enhances the biodiversity of the site in accordance with Local Plan Policy ENV5 and the NPPF.

11 Construction Environment Management Plan

Prior to the commencement of the development hereby approved, a detailed site-specific Construction Environmental Management Plan for each phase is to be submitted and agreed in writing by the Local Planning Authority. This shall include details of all proposed excavations, piling, construction, machinery used (including location) and associated mitigations should be submitted in accordance with BS 5228:1997. This should also include all measures to be undertaken to protect habitats and wildlife during the construction phase of the development identified in the submitted Ecological Impact Assessment. Once approved the CEMP Plan shall be adhered to throughout the construction period.

Reason: In the interests of residential amenity and to protect habitats and wildlife site in accordance with Local Plan Policy ENV5 and the NPPF

12 External Materials

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 the construction of the external walls and roofs of the hereby approved dwellings have been 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 Local Plan Policy SD8 and NPPF

13 Landscaping Softworks

Notwithstanding the proposals detailed in the Design and Access Statement and submitted plans, no development shall commence until full details of soft landscaping and associated maintenance has been submitted to and been approved in writing by the Local Planning Authority. Those details shall include; a detailed planting plan and specification of works (indicating soil depths, plant species, numbers, densities, locations inter relationship of plants, stock size and type, grass, and planting methods including construction techniques for pits in hard surfacing and root barriers); a phasing programme for the implementation of landscaping and associate maintenance; details of all existing or proposed utility services that may influence proposed tree planting shall be indicated on the planting plan. The soft landscape maintenance details should include details of access routes to demonstrate operations can be undertaken from publicly accessible land, long term design objectives, management responsibilities and maintenance schedules for all landscape areas/ retained vegetation, other than small privately owned domestic gardens. Landscape maintenance shall be detailed for the initial 5 year establishment from date of completion of the total scheme regardless of any phased development period followed by a long-term management plan for a period of 20 years. The landscape management plan shall be carried out as approved.

All planting works shall be in accordance with the approved plans and details and shall be implemented prior to the first planting season following competition of each identified phase of development. Any vegetation within a period of 5 years from the date of from the date of completion of the total works that is dying, damaged, diseased or in the opinion of the Local Planning Authority is failing to thrive shall be replaced by the same species of a size at least equal to that of the adjacent successful planting in the next planting season.

Reason: To ensure satisfactory landscaping to improve the appearance of the site in the interests of visual amenity and in accordance with Local Plan Policy SD8 and NPPF

14 Trees within and adjacent to the adopted highway

Notwithstanding the proposals detailed in the Design and Access Statement and submitted plans, no development shall be commenced until the Local Planning Authority has approved in writing the details of arrangements for the planting of street trees and protection of the adopted highway from tree root damage. Root barriers will be required where trees are planted within 2m of the adopted highway.

Reason: To protect the adopted highway from damage by tree roots and in accordance with Local Plan Policy SD8 and NPPF

15 Trees protection

The hereby approved development shall be carried out in complete conformity with the submitted Arboricultural Impact Assessment Arboricultural Method Statement Tree Protection Plan as received by the Local Planning Authority on 5 December 2024.

Reason: to safeguard the trees within and adjacent to the hereby approved development and in accordance with Local Plan Policy SD8 and NPPF

16 Light Intrusion

Prior to the commencement of the development hereby permitted, a scheme for the protection of biodiversity, the proposed dwellings and the neighbouring premises from light

intrusion shall be submitted to and approved in writing by the Local Planning Authority. All works, which form a part of such a scheme, shall be completed before any of the permitted dwellings / facilities are occupied. The scheme should detail the type of luminaries and their Lumen levels, locations, means of affixation, heights, angles plus the level of light trespass in lux.

The position of all columns shall be agreed in writing by the Local Planning Authority to avoid conflict with the positions of trees as approved.

The lighting shall be implemented wholly in accordance with the agreed scheme prior to the occupation of the development or approved phases.

Reason: To enable the Local Planning Authority to control details and in the interests of the amenity of adjoining residents, amenity of the area and protection of biodiversity on and adjacent to the site and in accordance with Local Plan Policy SD8 and NPPF

17 Enclosure

Notwithstanding the proposals detailed in the Design and Access Statement and submitted plans, prior to the above ground construction of development within each relevant phase, details of all means of enclosures shall be submitted to and approved in writing by the Local Planning Authority. This shall include all acoustic barriers, walls, fences, entrance feature walls, hedgerows and knee rails, including those surrounding pumping stations and other infrastructure sites. This shall include the specification for holes in boundary walls and fences at ground level to allow for the movement of hedgehogs. Such means of enclosure shall be implemented in accordance with the approved plan prior to the occupation of the development or approved phases.

Reason: In the interests of biodiversity, the visual amenities of the locality and to protect the residential amenity of future occupiers and in accordance with Local Plan Policy SD8 and NPPF

18 Bins/ refuse

Prior to the occupation of each phase of the development hereby approved each plot and commercial facility 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 and NPPF

19 Open Access

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

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

20 Removal of PD rights – No Garage Alterations/Conversions

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revising, revoking and re-enacting that Order with or without modification), no internal or external alterations shall take place to any garage, which would preclude its use for housing motor vehicles.

Reason: To ensure that the site has adequate parking provision in accordance with the

requirements of SPD3 and in accordance with Local Plan Policy SD8 and NPPF

21 Removal of PD rights – No Boundary Treatments to front of properties.

Notwithstanding the provisions of Class A of Part 2 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order) there shall be no walls, fences, railings or other form of boundary enclosures erected between any point taken in line with the properties front elevation and the highway unless otherwise agreed in writing by the Local Planning Authority.

Reason: To prevent significant undue detrimental loss of privacy and amenity for future occupants taking into account the relationship with existing dwellings and to comply with Policy SD8 the Stockton on Tees Local Plan and NPPF.

22 Removal of PD rights – Householder extensions and alterations

Notwithstanding the provisions of classes A,AA, B, C, D, E and F of Part 1 of Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order), the buildings hereby approved shall not be extended or altered in any way, without the written approval of the Local Planning Authority.

Notwithstanding the proposals detailed in the Design and Access Statement and submitted plans, prior to the above ground construction of development within each relevant phase, details of all means of enclosures shall be submitted to and approved in writing by the Local Planning Authority. This shall include all acoustic barriers, walls, fences, entrance feature walls, hedgerows and kneerails, including those surrounding pumping stations and other infrastructure sites. This shall include the specification for holes in boundary walls and fences at ground level to allow for the movement of hedgehogs. Such means of enclosure shall be implemented in accordance with the approved plan prior to the occupation of the development or approved phases.

Reason: In the interests of biodiversity, the visual amenities of the locality and to protect the residential amenity of future occupiers and in accordance with Local Plan Policy SD8 and NPPF

23 Feature Squares

Notwithstanding the proposals detailed in the Design and Access Statement and submitted plans, prior to the above ground construction full details of all hard landscape and planting works for the feature squares shall be submitted to and be approved in writing by the Local Planning Authority. These details shall include layouts; hard surfacing materials; planting details (tree/shrub types and species, stock size, numbers and densities); construction methods including tree pits; minor structures (e.g. street furniture); and, a phasing plan for implementation. The feature squares shall be implemented in full accordance with the approved details and agreed phasing plan and maintained thereafter.

Any landscaping works which within a period of five years from the date of planting die, are removed, become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species unless the Local Planning Authority gives written consent to any variation or an alternative long term maintenance arrangement.

Reason: To enable the Local Planning Authority to satisfactorily control the development and to ensure a high standard of design in accordance with Local Plan Policy H2 and SD8 and NPPF

24 Renewables or Fabric First

No above ground development shall take place until the Local Planning Authority has approved a report provided by the applicant identifying how the predicted CO2 emissions of the development will be reduced by at least 10% through the use of on-site renewable energy equipment or design efficiencies. The carbon savings which result from this will be above and beyond what is required to comply with Part L Building Regulations. Before the development is occupied the renewable energy equipment or design efficiency measures shall have been installed and the local planning authority shall be satisfied that their day-to-day operation will provide energy for the development for so long as the development remains in existence.

Reason: In the interests of promoting sustainable development in accordance with policy ENV1 and NPPF

25 Building Regulations

Prior to the commencement of above-ground construction works, details identifying those dwellings within the wider development that will be constructed to meet Building Regulation M4(2) (Category 2: Accessible and Adaptable Dwellings) shall be submitted to and approved in writing by the Local Planning Authority. A minimum of 118 dwellings across the whole development shall be provided in accordance with the approved details and thereafter retained as such.

Reason: To ensure the provision of accessible and adaptable housing in accordance with Policy H4 of the Local Plan and the NPPF

Informative Reason for Planning Approval

De-culverting - Advice to LPA/Applicant

We are pleased to note in the submitted drainage strategy that there is reference to a potential opening of a culvert in phase 2; we appreciate that further detail of this would be provided at a later stage. In our response to outline application 14/2291/EIS, we conditioned a scheme for flood risk and surface water disposal. For clarity, the matter of surface water flood risk now falls within the remit of the Lead Local Flood Authority and therefore, we would not formally advise if this condition would be discharged when this is submitted. However, we did note in this condition it requires confirmation of the opening of any culverts across the site and that they required further investigation at detailed design.

De-culverting offers the opportunity to reduce flood risk and risk of blockages as well as provide valuable wetland/aquatic habitat and on-site biodiversity net gains. It can also greatly improve amenity and create a sense of place and identity. Further, de-culverting can reduce associated maintenance costs.

Policy ENV7 of the Stockton-On-Tees Borough Council Local Plan states surface water quality will be improved in line with the requirements of the Water Framework Directive, alongside its associated legislation, and the Northumbria River Basin Management Plan. This policy further states that to improve the quality of the water environment the Council will support the improvement and naturalisation of heavily modified waterbodies including de-culverting. Through subsequent information submitted to for this site, the de-culverting should be supported and encouraged.

Informative: Northumbrian Water

It should also be noted that, following the transfer of private drains and sewers in 2011, there may be assets that are the responsibility of Northumbrian Water that are not yet included on

our records. Care should therefore be taken prior and during any construction work with consideration to the presence of sewers on site. Should you require further information, please visit <https://www.nwl.co.uk/services/developers/>

Informative: Designing out Crime

The applicant is encouraged to engage with the Policer Architectural Liaison Officer to see how secure by design principles can be incorporated into the scheme

Informative: Hydraulic Performance of Overland Flow Channels & Culverts –

The developer shall provide detailed, site-specific hydraulic modelling of all proposed overland flow channels and culverts. This assessment shall:

- o Include the critical 1 in 100-year flood event plus 40% climate change allowance.
- o Justify the sizing of culverts and flow channels based on accurate cross-sectional survey data rather than idealised sections.
- o Demonstrate that the proposed network will perform effectively under design storm conditions without increasing flood risk elsewhere.

Informative Long-Term Functionality & Erosion Mitigation –

The applicant shall demonstrate, through hydraulic modelling, that all proposed diversion channels will remain stable over their design life. Where scour of the bed and banks is identified as a potential risk, suitable mitigation measures shall be provided.

Informative Culvert Risk Assessments & Screens –

Any culvert exceeding 350mm diameter shall be subject to a Public Risk Assessment and a Screen Initial Needs Assessment. If a security or debris screen is deemed necessary, it shall be designed in accordance with CIRIA C786 - The Culvert Screen and Outfall Manual.

Informative Impounding Structures & Embankment Design Assessment –

Where proposed SuDS features abut any watercourse or drainage channel, the embankment between these features shall be designed as an impounding structure. The developer shall provide full design details, including construction materials, stability calculations, and justification of resilience measures to mitigate the risk of embankment failure.

Informative Site-specific surface water construction management plan

A site-specific construction management plan must be provided in accordance with Appendix B Section 6 of the CIRIA SuDS Manual before commencing the drainage construction. Detailing how surface water will be managed during construction phase and contained within the site boundary must also include prevention of silts entering existing surface waterbodies, details of measures to be taken to protect and maintain the natural flows of the watercourse/ditches through the proposed site (including the provision of any required temporary drainage). Particular attention should be given to the phasing of the de-culverting works, full construction method statements should be provided.

Informative Land Drainage Consents

Land Drainage Consent/s sites outside the planning process, the LLFA would like to make you aware that no works on the ordinary watercourse are permitted until a Land Drainage Consent approval has been received from the Lead Local Flood Authority. The Land Drainage consent application form and supporting information must be submitted to the LLFA for consideration. The application process will take 8 weeks for determination. Informative Management and Maintenance A Maintenance Plan and checklist must be provided in accordance with Appendix B Section 8 of the CIRIA SuDS Manual and the LLFA local requirements. The LLFA requirements are as follows;

- Details of who is responsible for the maintenance and management of all surface

water components during construction phase, including contact details, emergency contact details, expected completion date for the development, expected date the management company will commence the maintenance and management of the SuDS.

- Details of the management company responsible for the maintenance

Heads of Terms

Nutrient Neutrality

Background

1. 14/2291/EIS Application for outline permission for residential development (340 dwellings) including access, this application was, refused December 2014, however permission was subsequently allowed, at appeal June 2016.
2. The following applications are also being presented to members of the Planning Committee and will be considered alongside this application, and are pursuant to the above parent permission.

21/1599/REM Reserved matters application for the appearance, landscaping, layout and scale for residential development comprising 110 dwellings for phase 4 and 5.

21/2130/FUL Application for the erection of 54 dwellings to include access, parking, open space and associated infrastructure

24/0336/VARY Section 73 application to vary conditions no1 (approved plan)
14/2291/EIS - Application for outline permission for residential development (340 dwellings) including access. Approved March 2025

Site and Surroundings

3. The application site, hereby referred to as the Site, is located to the western edge of Harrowgate Lane, its 13.41 ha form somewhat of an 'L' shape. It is referred to as Zone C within the West Stockton Sustainable Urban Extension.
4. The majority of the site is cropped arable land with small areas of semi-improved and improved rough grassland. The site is undulating in nature and has a partially culverted natural watercourse flows under part of the site to join a deeply incised semi natural drainage ditch. This watercourse then flows under the eastern part of the site under Harrowgate Lane where it flows into Hardwick Dene and Elm Tree Woods Nature Reserve and becomes a tributary of Lustrum Beck.
5. Outwood Academy borders the northern and north eastern boundary. The Site adjoins Zone A to the north, which benefits from planning permission and the western boundary adjoining Zone B and the safeguarded land which also forms the southern boundary.

Proposal

6. Reserved Matters permission is sought for the appearance, landscaping, layout and scale erection of 230 dwellings, within the original red line of application ref 14/2291/EIS.

7. The proposal is for a mix of 2, 3 and 4 bedroom properties with a mix of tenures

	Proposed		Housing		Mix	
	21/0249/REM	Affordable	21/1599/REM	Affordable	21/2130/FUL	Affordable
2 Bedroom	54	8	24	0	16	3
3 Bedroom	122	4	66	0	20	8
4 Bedroom	42	0	20	0	7	0
Total	218	12	110	0	43	11

Consultations

8. Northern Gas Networks
No Objection
9. Chief Fire Officer (Cleveland Fire Brigade)
Cleveland Fire Brigade offers the following representations regarding the development as proposed. It should be confirmed that 'shared driveways' and 'emergency turning head' areas meet the minimum carrying capacity requirements as per ADB Vol 1, Section B5: Table 13.1, and in line with the advice provided regarding the CARP, below.
Plots 18 - 20, 21 - 24, 30 - 34, 133 - 136, 183 - 186, 204 - 206 and 207 - 209 will need to meet the requirements as stated above.
Access and Water Supplies should meet the requirements as set out in Approved Document B, Volume 1: 2019, Section B5 for Dwellings.
It should be noted that Cleveland Fire Brigade now utilise a Magirus Multistar Combined Aerial Rescue Pump (CARP) which has a vehicle weight of 17.5 tonnes. This is greater than the specified weight in AD B Vol 1 Section B5 Table 13.1. Further comments may be made through the Building Regulations consultation process as required.
10. The Environment Agency
We have no objection to this reserved matters application for the appearance, landscaping, layout and scale for phases 1, 2 and 3 of the proposed development. We have no additional comments to make on this proposal..
11. Highways England Company Limited
Thank you for reconsulting with us regarding this reserved matters application. Since our previous recommendation of no-objection (dated 17 March 2021) we note that a number of changes have been made to the application. We would, however, state that we do not consider these changes to be material and as such, our previous recommendation of no objection is withstanding."
12. NHS
I am writing in response to the above planning application currently being evaluated by you Please see below for the required contribution to healthcare should the scheme be approved. Local surgeries are part of CCG wide plans to improve GP access and would be the likely beneficiaries of any S106 funds secured. Local GP Practices are keen to maintain/improve their access, and an increase in patient numbers may require adjustments to existing premises/access methods. Please be advised that we would be unable to guarantee to provide sustainable health services in these areas in future, should contributions not be upheld by developers.

In calculating developer contributions, we use the Premises Maxima guidance which is available publicly. This assumes a population growth rate of 2.3 people per new dwelling and we link this increase to the nearest practice to the development, for ease of calculation. We use the NHS Property Service build cost rate of £3,000 per square metre to calculate the total financial requirement.

This reflects the current position based on information known at the time of responding. The NHS reserves the right however to review this if factors change before a final application is approved

Item	Response
LA Planning References	21/0249/REM
GP Practices affected	The Dovecot Surgery The Densham Surgery
Local intelligence	These practices fall within the Stockton Primary Care Network which is at full capacity with regards to space requirements to deliver services to their patient list size. \$106 funding would support creating extra capacity for them to provide appropriate services to patients
Number of Houses proposed	230
Housing impact calculation	2.3
Patient Impact (increase)	529
Maxima Multiplier	0.07
Additional m ² required (increase in list x Maxima Multiplier)	37.03 m ²
Total Proposed Contribution £ (Additional m ² x £3kpm ² , based on NHSPS build cost)	£111,090

13. Cleveland Police

Security is very important at the outset, particularly for buildings of this type. There are many crimes that occur during the construction phase; the most significant include theft of plant equipment, materials and tools. Since the original application, the Secured by Design criteria for new homes has been updated here - HOMES 2024.pdf (securedbydesign.com) Happy to discuss with the developer, the process for the Secured by Design Award (which is available free of charge) and/or any security concerns that they may have.

14. SBC Housing Services Manager

The overall Affordable Housing Offer for the revised development of 395 dwellings in total (revised down from 417). To fully appraise the three applications I need an Affordable Housing Statement to be submitted to Strategic Housing for consideration and approval before the scheme commences. The Affordable Housing Statement needs to include the following detail;
Identification of the location, size, tenure and property type of each of the Affordable Housing dwellings including which phases they fall within and anticipated completion date of each (this will be subject to quarterly monitoring returns). This can best be demonstrated on a colour coded Masterplan map.

There is an expectation that Affordable dwellings will be suitably dispersed (clusters of no more than 4-6 dwellings in a single location) throughout the overall site and throughout phases of development and that the Affordable dwellings offered and proportionate to the overall housing offer for the site i.e. not limited to one or two property types if the site offers more choice.

Early identification and confirmation of any preferred or appointed Registered Provider partner and an adoption of the Tees Valley Homefinder policy for the allocation of all Affordable dwellings.

Confirmation of any service charges related to the Affordable dwellings, for example maintenance of open space or the two proposed attenuation basins.

Confirmation of any sale prices and rental values connected to the Affordable Housing to ensure that it remains affordable and accessible to local targeted housing markets and consumers.

An Affordable Housing offer that mirrors and conforms to the Affordable Housing SPD 2021 and provision of 20% of Affordable Housing in accordance with the policy on an indicative 70:30, Affordable Rented : Intermediate Affordable ratio.

Strategic Housing (alan.glew@stockton.gov.uk) are happy to engage in dialogue directly with the Developer or their appointed representatives should any element of the advice be unclear.

15. Tees Archaeology

Thank you for the consultation on this reserved matters application. The site has previously been evaluated and was found to be of low archaeological potential. No further archaeological work is required.

16. Campaign To Protection Rural England

I note this is an application in respect of Reserved Matters. While design of course is important, I do not think we commented on the original application and so am content to leave this to your discretion

17. Ineos Manufacturing Scotland

Please note the planning application above will not affect SABIC/INEOS high pressure ethylene pipeline apparatus.

18. Northumbrian Water Limited

It should also be noted that, following the transfer of private drains and sewers in 2011, there may be assets that are the responsibility of Northumbrian Water that are not yet included on our records. Care should therefore be taken prior and during any construction work with consideration to the presence of sewers on site. Should you require further information, please visit <https://www.nwl.co.uk/services/developers/> We can confirm that a pre-planning enquiry was submitted to us by this applicant requesting allowable discharge rates and connection points into the public sewer for the proposed development. Our response confirmed that phases 1, 2 and 3 of the development could have a connection of 23l/s into the surface water sewer via manhole 1601 and that foul flows could connect at manhole 2601. The engineering drawing submitted with the application entitled Engineering Strategy Revision D dated 04/03/2024 shows the correct connections to these manholes, however the proposed flow of surface water to 1601 is higher than we advised at 54.8l/s. We therefore request clarification of the agreed surface water discharge rate as there may have been further discussion and agreement between the LLFA and applicant. In the interim we request the following condition:

19. Sport England
Sport England has reviewed the ball-strike risk assessment and its understanding of where a playing pitch is set out on this part of the playing field. The assessment concludes there is no risk of ball-strike and on this basis Sport England wishes to withdraw its objection to this application.
20. Durham County Badger Group
Further to your request for comments 24/4/24. We have no additional comments and note retained and improved hedgerow through the middle of site and areas of grass which I assume will not be developed.
21. Environmental Health Unit
I have checked the updated documentation provided, especially the details within the Noise Impact Assessment for Avant Homes Ref: NIA-11350-24-11654-V1 and I am happy with their assessment regarding the noise attenuation from the traffic noise, the proposed use of acoustic mitigation within the windows of the onlooking properties and the use of acoustic fencing. I am happy that they have continued the assessment for the 63 & 125 Hz. I would however, wish to have a validation of their achieved results to ensure that paragraph 6.1.4 is completed.
22. Natural England
NO OBJECTION - SUBJECT TO APPROPRIATE MITIGATION BEING SECURED
We consider that without appropriate mitigation the application would:
have an adverse effect on the integrity of Teesmouth and Cleveland Coast Special Protection Area [HTTPS://designatedsites.naturalengland.org.uk/](https://designatedsites.naturalengland.org.uk/).
damage or destroy the interest features for which Teesmouth and Cleveland Coast Site of Special Scientific Interest has been notified.
In order to mitigate these adverse effects and make the development acceptable, the following mitigation options should be secured:
Conversion of 13.71ha of cereals land to 13.71ha of greenspace to secure nutrient neutrality in perpetuity.
Submission of a Habitat Management Monitoring Plan.
We advise that an appropriate planning condition or obligation is attached to any planning permission to secure these measures.
Natural England's further advice on designated sites/landscapes and advice on other natural environment issues is set out below.
23. National Grid
Regarding planning application 21/0249/REM, National Grid Electricity Transmission have no objection to the application that is nearby to our overhead lines.
24. Teesmouth Bird Club
The applicant's ecological appraisal of the breeding bird population present on the site makes reference to the likelihood of Grey Partridge and Skylark occurring. In addition to these two Species of Concern - Red Category, we would like to add a third - Yellowhammer. The high density of houses proposed leaves no scope to provide mitigation measures for these species.
As an alternative, we request that appropriate measures be taken to use the houses themselves to provide mitigation. This should be by installing, during the construction processes, bespoke nesting cavities for other Red Category Species like Swift, House Sparrow and even bats.

Other developers successfully incorporate such S-Bricks at a cost of ~ £30 each. We recommend a minimum of 70 to be fitted on gable ends at an elevated position. If their ecology consultant is unfamiliar with the bricks or their optimum positioning, then the club can advise.

25. SBC Place Development Manager

Place development has outlined the following comments regarding outstanding issues with the development layout.

Clarity sought on the proposed landscape hatched purple on the section shown below (at the northern boundary of site). Not annotated in Key. Square 1

The landscaped square is a positive focal point within the development. The applicant is advised to review the position of planter and path of travel east / west to provide a direct connection between the central green space and western link. (illustrated below)

Square 3 (central node) The layout of public realm is much improved and provides a focal point to the development. An existing feature tree in centre of this area is to be retained. It is understood that this tree is an Ash tree, confirmation is required as to whether this tree needs to be removed due to ash die back; if this is the case a replacement tree will be required.

Trim trail route is spaced too far apart to be used collectively. The applicant is advised to review the position of the trim trail to be closer together along the trail (towards node). Detail is sought on the "sculpture artwork" noted in the square design unless the intention is to condition the detail of this aspect

26. Principal Tree and Woodland Officer

I went to the site, and the original 2024 still stands as a good account of the trees as their conditions haven't changed or worsened. What has changed though is that there is profuse self seeding of small willow trees across the site, which at the moment are resembling shrubs that have populated the area quite densely. Being a fast growing species these either weren't there or were much smaller back in 2024.

Square 3 (central node) The layout of public realm is much improved and provides a focal point to the development. An existing feature tree in centre of this area is to be retained. It is understood that this tree is an Ash tree, confirmation is required as to whether this tree needs to be removed due to ash die back; if this is the case a replacement tree will be required.

The ash dieback that I saw I didn't consider to be detrimental in fact the trees are proving to be quite resilient, so I don't think the tree has declined to the stage where it could not be retained as a feature and the resilience of them is promising

Lead Local Flood Authority

The applicant has provided sufficient information to satisfy the Lead Local Flood Authority that a surface water runoff solution can be achieved without increasing existing flood risk to the site or the surrounding area. However, the applicant has not provided a detailed design for the management of surface water runoff from the proposed development and this information should be secured by condition

27. Highways Transport and Design Manager

General Summary

The Highways Transport and Design Manager raises no issues with the proposals.

Highways Comments

A proposed site layout, drawing 5205 – 201 Rev B, and various house type layouts have been submitted in support of the proposals.

The site layout is broadly in accordance with the Councils design guide and parking has been provided in accordance with SPD3: Parking Provision for Developments 2011.

There are no highways objections to the proposals.

Publicity

28. Neighbours were notified by individual letters and wider publicity has been given via press advert and site notice. 17 Letters of objection has been received
- Numerous local residents have raised concerns about existing traffic congestion in Bishopsgarth, Harrogate Lane, Durham Road and around the Tesco roundabout.
 - There is a consistent view that the local road network is already operating at or near capacity, particularly during peak commuting and school times.
 - Residents report that Bishopsgarth, Hardwick and Leam Lane are increasingly used as cut-through routes to avoid congestion on Harrogate Lane.
 - Concerns have been raised about flooding and surface water drainage, with residents noting that the site currently acts as open land capable of absorbing rainfall.
 - Many objections refer to the loss of greenfield land, agricultural land and wildlife habitat, particularly given the significant housing development that has already taken place in West Stockton.
 - Residents believe local infrastructure has not kept pace with recent housing growth, citing pressures on GP services, dentists, schools, roads and local facilities.
 - There are concerns regarding the cumulative impact of multiple developments already approved and occupied in the area, particularly Summerville Farm and other recent schemes.
 - Local residents have expressed concerns regarding increased traffic, noise, pollution and impacts on residential amenity and that traffic conditions have steadily worsened with each new development.
 - There is a strong perception amongst residents that further housing should not be approved until infrastructure improvements are delivered.

Planning Policy Considerations

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

30. 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

31. The purpose of the planning system is to contribute to the achievement of sustainable development, by managing the use and development of land in the long-term public interest. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs. 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 (paragraph 17).
32. Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. The national decision-making policies in the Framework are a material consideration in making decisions and should be read alongside the policies in the development plan.
33. Planning decisions must also reflect relevant international obligations and statutory requirements, as must the preparation of development plans
34. The national decision-making policies should be read as a whole (including relevant footnotes and annexes). Some of these policies indicate how much weight the government would expect a particular consideration to be given, including cases where it is appropriate to give substantial weight to certain benefits, and the limited circumstances in which it is expected that permission would be refused.
35. The relevant policies are considered throughout the report.

DM3, DM5, DM6, DM7 and DM10 – Decision Making Policies
S3 and S4, Achieving Sustainable Development
CC2 and CC3 Meeting the challenge of climate change
H05, H07, H08, and H013 Delivering a sufficient supply of homes
L2 and L3 Making effective use of land
DP2, DP3 and DP4 Achieving well designed places
TR4, TR6, - 8 Promoting sustainable Transport
P2, P3 and P5 Pollution, public protection and security
F4, F7 and F8 Managing Flood risk and coastal change
N2, N3 and N6 Conserving and enhancing the natural environment
HE5 Conserving and enhancing the historic environment

Local Planning Policy

36. 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 2 (SD2) - Strategic Development Needs

2. To meet the housing requirement of 10,150 new homes over the plan period a minimum of:
 - a. 720 dwellings (net) will be delivered per annum from 2017/18 to 2021/22.
 - b. 655 dwellings (net) will be delivered per annum from 2022/23 to 2031/32.
 3. The Strategic Housing Market Assessment for Stockton-on-Tees Borough identifies that there are specific needs with regard to housing type and tenure. This includes delivering homes to meet the needs of the ageing population.
- Other Development Needs
7. Where other needs are identified, new developments will be encouraged to meet that need in the most sustainable locations having regard to relevant policies within the Local Plan.

Strategic Development Strategy Policy 3 (SD3) - Housing Strategy

1. The housing requirement of the Borough will be met through the provision of sufficient deliverable sites to ensure the maintenance of a rolling five year supply of deliverable housing land. Should it become apparent that a five year supply of deliverable housing land cannot be identified at any point within the plan period, or delivery is consistently falling below the housing requirement, the Council will work with landowners, the development industry and relevant stakeholders and take appropriate action in seeking to address any shortfall.
2. The following are priorities for the Council:
 - a. Delivering a range and type of housing appropriate to needs and addressing shortfalls in provision; this includes the provision of housing to meet the needs of the ageing population and those with specific needs.
 - b. Providing accommodation that is affordable.
 - c. Providing opportunities for custom, self-build and small and medium sized house builders.
3. The approach to housing distribution has been developed to promote development in the most sustainable way. This will be achieved through:

c. Creating a Sustainable Urban Extension to West Stockton.

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

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

1. Conserve and enhance the natural, built and historic environment through a variety of methods including:
 - a) Ensuring that development proposals adhere to the sustainable design principles identified within Policy SD8.
 - c) Protecting and enhancing green infrastructure networks and assets, alongside the preservation, restoration and re-creation of priority habitats, ecological networks and the protection and recovery of priority species.
 - j) Ensuring development proposals are responsive to the landscape, mitigating their visual impact where necessary. Developments will not be permitted where they would lead to unacceptable impacts on the character and distinctiveness of the Borough's landscape unless the benefits of the development clearly outweigh any harm. Wherever possible, developments should include measures to enhance, restore and create special features of the landscape.
 - l) Preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of ground, air, water, light or noise pollution or land instability. Wherever possible proposals should seek to improve ground, air and water quality.
 - m) Encouraging the reduction, reuse and recycling of waste, and the use of locally sourced materials.
2. Meet the challenge of climate change, flooding and coastal change through a variety of methods including
 - a. Directing development in accordance with Policies SD3 and SD4.
 - b. Delivering an effective and efficient sustainable transport network to deliver genuine alternatives to the private car.
 - c. Supporting sustainable water management within development proposals.
 - d. Directing new development towards areas of low flood risk (Flood Zone 1), ensuring flood risk is not increased elsewhere, and working with developers and partners to reduce flood risk.
 - e. Ensuring development takes into account the risks and opportunities associated with future changes to the climate and are adaptable to changing social, technological and economic conditions such as incorporating suitable and effective climate change adaptation principles.
 - f. Ensuring development minimises the effects of climate change and encourage new development to meet the highest feasible environmental standards.
 - g. Supporting and encouraging sensitive energy efficiency improvements to existing buildings.
 - h. Supporting proposals for renewable and low carbon energy schemes including the generation and supply of decentralised energy.
3. Conserve and enhance the historic environment through a variety of methods including:
 - a. Celebrating, promoting and enabling access, where appropriate, to the historic environment.
 - b. Ensuring monitoring of the historic environment is regularly undertaken.
 - c. Intervening to enhance the historic environment especially where heritage assets are identified as being at risk.
 - d. Supporting proposals which positively respond to and enhance heritage assets.
 - e. Recognising the area's industrial heritage, including early history, railway and

engineering heritage and the area's World War II contribution.

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.
4. To ensure residents needs for community infrastructure are met, where the requirement is fully justified and necessary, the Council will support planning applications which:
 - a. Provide for the expansion and delivery of education and training facilities.
 - b. Provide and improve health facilities.
 - c. Provide opportunities to widen the Borough's cultural, sport, recreation and leisure offer.
5. Proposals will be encouraged where they provide for the expansion of communications networks, including telecommunications and high speed broadband; especially where this addresses gaps in coverage.

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/or

b. 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.

Housing Policy 1 (H1) - Housing Commitments and Allocations

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

c. West Stockton Sustainable Urban Extension.

The total number of dwellings set out in this policy is not the same as the housing requirement. This is because some commitments have already delivered a proportion of the dwelling numbers identified and some sites will likely deliver dwellings beyond the plan period, after 2032.

West Stockton Sustainable Urban Extension

6. Land is allocated and land reserved for the following number of dwellings at West Stockton Sustainable Urban Extension (SUE):

Site Location/Name Area (ha) Total Dwellings (approx)

a. West Stockton SUE 'Allocated Land' 115.2 2,150

b. West Stockton SUE 'Reserve Land' 19.6 400

7. Further policy regarding the West Stockton SUE is provided within Policy H2.

10. Indicative mapping identifying potential access arrangements as well as possible areas of open space and green infrastructure have been prepared for a selected range of allocations where additional guidance could benefit future delivery.

Housing Policy 2 (H2) - West Stockton Sustainable Urban Extension

The West Stockton Sustainable Urban Extension covers approximately 135 ha of land and is allocated for the development of approximately 2,550 new homes.

Development will be guided by the Yarm Back Lane and Harrowgate Lane Masterplan, including the indicative Strategic Framework Plan, to provide:

1. Approximately 2,550 new homes (including 2,150 homes on allocated land and 400 homes on the 'reserve land').
2. A new primary school at the northern end of the Yarm Back Lane component of the SUE.
3. A community hub, comprising a shopping parade and community centre at the southern end of the Harrowgate Lane component of the SUE subject to the requirements of Policies SD6(3) and EG6(2).
4. Highway junction improvements at the following locations:
 - a. Elton Interchange.
 - b. Darlington Back Lane and Yarm Back Lane.
 - c. Horse and Jockey Roundabout (Durham Road, Junction Road and Harrowgate Lane).
 - d. Harrowgate Lane and Leam Lane.
5. A range of homes including affordable housing in accordance with Policy H4.
6. Green infrastructure and open space in accordance with ENV6.
7. A scheme with its own identity, informed by Design Codes for each Development Zone, detailing important design elements to ensure a consistent approach to quality standards.
8. A clearly defined street hierarchy and accessible, convenient and safe routes for pedestrians, cyclists and other users; this will include:
 - a. Improved linkages to the existing settlement.
 - b. Linkages to and enhancements of Castle Eden Walkway.
 - c. The provision of routes for north-south movement within and along the western extent of the site.
 - d. Improved connectivity along Harrowgate Lane.
9. A layout which facilitates delivery of the 'reserve land' allowing it to integrate into the wider street hierarchy, accessible routes and green infrastructure.
10. A scheme which avoids unacceptable harm to and maximises possible enhancements to the significance of heritage assets.

Each phase of development or proposals for each Development Zone as illustrated on Figure 14, must contribute equitably to the delivery of the SUE including all necessary services, facilities and planning obligations. On the allocated land, one planning application will be supported per Development Zone unless it can be demonstrated that shared infrastructure can be delivered by an alternative method that will not prejudice the delivery of the SUE.

11. All development proposals must be planned and implemented in a coordinated manner in accordance with an agreed phasing and delivery schedule for each phase or Development Zone which shall provide for:

- a. An equal distribution of the 2,150 new homes on the allocated land based on the land area of each application;
- b. Contributions towards shared infrastructure on a proportionate basis per new dwelling proposed; and

c. Where it is necessary for individual applications to provide increased contributions to frontload the delivery of infrastructure, a mechanism to ensure that contributions are recouped from later phases of development to ensure each application has contributed proportionately to the delivery of the SUE.

12. Development proposals which come forward prior to, or without an agreed phasing and

delivery schedule for each phase or Development Zone will be refused.

13. Until significant improvements have been made to Elton Interchange (above those identified in point 4 above):

a. no residential development will be permitted on the 'reserve land'; and

b. the number of new homes on allocated land will be restricted to 2,150 unless it can be demonstrated in highway terms that additional homes can be provided without prejudicing the ability for the wider allocated land to deliver homes in accordance with the equal distribution detailed within point 11(a) of this policy.

14. Any proposals for residential development on the 'reserve land', or additional dwellings on the allocated land, must accord with other Local Plan Policies and demonstrate that the development can be accommodated without prejudicing the safe and efficient operation of the highway network or the equitable delivery of the SUE.

Housing Policy 4 (H4) - Meeting Housing Needs

1. Sustainable residential communities will be created by requiring developers to provide a mix and balance of good quality housing of appropriate sizes, types and tenures which reflects local needs and demand, having regard to the Strategic Housing Market Assessment, its successor documents or appropriate supporting documents.

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

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

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

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

a. All options for securing on-site provision of affordable housing have been explored and exhausted; or

b. The proposal is for exclusively executive housing, where off-site provision would have wider sustainability benefits and contribute towards the creation of sustainable, inclusive and mixed communities; or

c. The proposal involves a conversion of a building which is not able to accommodate units of the size and type required; or

d. Any other circumstances where off-site provision is more appropriate than on-site provision.

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

9. To ensure that homes provide quality living environments for residents both now and in the future and to help deliver sustainable communities, from the 1st April 2019 the following Optional Standards will apply, subject to consideration of site suitability, the feasibility of meeting the standards (taking into account the size, location and type of dwellings proposed) and site viability:

- a. 50% of new homes to meet Building Regulation M4 (2) "Category 2 - accessible and adaptable dwellings".
- b. 8% of new dwellings to meet Building Regulation M4(3) "Category 3 - Wheelchair User Dwellings". Where the local authority is responsible for allocating or nominating a person to live in that dwelling, homes should meet building regulation M4 (3) (2) (b). When providing for wheelchair user housing, early discussion with the Council is required to obtain the most up-to-date information on specific need in the local area.

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.

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

- a. Retaining essential infrastructure that will facilitate sustainable passenger movements by bus, rail and water;
- b. Supporting proposals for the provision of infrastructure which will improve the operation, punctuality and reliability of public transport services;
- d. Improving public transport interchanges to allow integration between different modes of transport;
- e. Working with public transport operators to maintain and enhance provision wherever possible;
- f. Working with partners to promote the provision of accessible transport options for persons with reduced mobility; and

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

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

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:

- c. Cycleway/footway to the north of Mill Lane, Long Newton;
- d. Cycleway/footway from Elton Interchange to Durham Lane Industrial Estate; 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).
 - b. Local road network:
 - i. Junctions associated with the West Stockton Sustainable Urban Extension;
 - 1. Darlington Back Lane and Yarm Back Lane junction.
 - 2. Horse and Jockey Roundabout (Durham Road, Junction Road and Harrowgate Lane).
 - 3. Harrowgate Lane and Leam Lane.
 - ii. Junction of A1027, Junction Road and Norton High Street, Stockton; and
 - iii. Junction of Durham Road, A1027 and Bishopton Avenue, Stockton.
 - iv. A689 at Wynyard:
 - 8. The Council and its partners will support the development of the Key Route Network which through continual assessment of the strategic and local road network, will help identify and ensure appropriate improvements are delivered.
- 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 2 (TI2) - Community Infrastructure

- 1. There is a need to ensure that community infrastructure is delivered and protected to meet the needs of the growing population within the Borough. To ensure

community infrastructure meets the education, cultural, social, leisure/recreation and health needs of all sections of the local community, the Council will:

- a. Protect, maintain and improve existing community infrastructure where appropriate and practicable;
 - b. Work with partners to ensure existing deficiencies are addressed; and
 - c. Require the provision of new community infrastructure alongside new development in accordance with Policy SD7.
4. To ensure needs for community infrastructure are met, the Council will:
- a. Support opportunities to widen the cultural, sport, recreation and leisure offer;
 - b. Support proposals of education, training and health care providers to meet the needs of communities;
 - c. Encourage the multi-purpose use of facilities to provide a range of services and facilities within one accessible location;
5. Community Infrastructure is to be delivered alongside residential development at the West Stockton Sustainable Urban Extension and Wynyard Sustainable Settlement in accordance with Policies H2 and H3 to ensure the creation of sustainable communities.

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.
4. When considering applications for telecommunications development, the Council will have regard to the operational requirements of communications networks and the technical limitations of the technology.
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.
8. Taking into consideration viability, the Council require developers of new homes, employment or main town centre uses to deliver, as a minimum, on-site infrastructure including open access ducting to industry standards, to enable new premises and homes to be directly served by local fibre and internet connectivity. This on-site infrastructure should be provided from homes and premises to the public highway or other location justified as part of the planning application. Where possible, viable and desirable, the provision of additional ducting will be supported where it allows the expansion of the network.

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 CO₂ emissions of the development and demonstrating how the energy hierarchy has been applied to make the fullest contribution to greenhouse gas emissions reduction; and

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

Non domestic

4. All new non-residential developments up to and including 499 sq m of gross floor space will be completed to a Building Research Establishment Environmental Assessment Method (BREEAM) minimum rating of 'very good' (or any future national equivalent).

5. All new non-residential developments of 500 sqm and above of gross floor space will be required to:

a. Submit an energy statement demonstrating how the energy hierarchy has been applied to make the fullest contribution to CO₂ reduction; and

b. Be completed to a Building Research Establishment Environmental Assessment Method (BREEAM) minimum rating of 'very good' (or any future national equivalent).

Natural, Built and Historic Environment Policy 2 (ENV2) - Renewable and Low Carbon Energy Generation

1. Development proposals will be supported where renewable energy measures are considered from the outset, including incorporating small-scale renewable and low carbon energy generation into the design of new developments where appropriate, feasible and viable, and where there would be no unacceptable adverse effects on landscape, ecology, heritage assets and amenity.

The Council encourages and supports:

a. The local production of energy from renewable and low carbon sources to help to reduce carbon emissions and contribute towards the achievement of renewable energy targets; and

b. Community energy schemes that reduce, manage and generate energy to bring benefits to the local community.

Natural, Built and Historic Environment Policy 3 (ENV3) - Decentralised Energy Generation and Supply

1. The Council will promote and support decentralised energy such as District Heat and Power Networks by:

- a. Working with local partner organisations and developers to implement decentralised energy networks in Stockton-on-Tees Borough in line with the District Energy Masterplan;
 - b. Requiring any developments with the potential to produce waste heat (such as power generation, energy from waste or chemical processing) to be CHP ready so that heat can be supplied into new or existing networks;
 - c. Identifying and safeguarding potential network routes; and
 - d. Requiring all major developments to assess the feasibility of connecting to an existing decentralised energy network, or where this is not possible, assess the feasibility of establishing a new network or future proofing energy infrastructure to make future connection feasible.
2. The Council will require all major development to investigate the use of decentralised energy networks for heat and power as part of the feasibility assessment and energy statement.

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.
2. Development on land in Flood Zones 2 or 3 will only be permitted following:
 - a. The successful completion of the Sequential and Exception Tests (where required); and
 - b. A site specific flood risk assessment, demonstrating development will be safe over the lifetime of the development, including access and egress, without increasing flood risk elsewhere and where possible reducing flood risk overall.
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. 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).

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.
4. The loss of a heritage asset, in whole or part, will not be permitted unless the Council are satisfied that reasonable steps to ensure new development will proceed after loss has occurred.
5. Where the significance of a heritage asset is lost (wholly or in part) the Council will require developers to record and advance the understanding of the significance of the heritage asset in a manner proportionate to the importance of the asset and impact of the proposal. Recording will be required before development commences.
6. The following are designated heritage assets:
 - a. Scheduled Monuments - Castle Hill; St. Thomas a Becket's Church, Grindon; Barwick Medieval Village; Round Hill Castle Mound and Bailey; Larberry Pastures Settlement Site; Newsham Deserted Medieval Village; Stockton Market Cross and Yarm Bridge
 - b. Registered Parks and Gardens - Ropner Park and Wynyard Park
 - c. Conservation Areas - Billingham Green; Bute Street; Cowpen Bewley; Eaglescliffe with Preston; Egglescliffe, Hartburn; Norton; Stockton Town Centre; Thornaby Green; Wolviston and Yarm
 - d. Listed Buildings
10. Non-designated heritage assets of archaeological interest that are demonstrably of equivalent significance to scheduled monuments, should be considered subject to policies for designated heritage assets.

11. Where archaeological remains survive, whether designated or not, there will be a presumption in favour of their preservation in-situ. The more significant the remains, the greater the presumption will be in favour of this. The necessity for preservation in-situ will result from desk-based assessment and, where necessary, field evaluation. Where in-situ preservation is not essential or feasible, a programme of archaeological works aimed at achieving preservation by record will be required.
12. Any reports prepared as part of a development scheme will be submitted for inclusion on the Historic Environment Record.

Material Planning Considerations

37. The main considerations of this application relate to the principle of development/compliance with planning policies and the associated impacts on the character of the area, landscaping, amenity, flood risk, highway safety, ecology, impact on heritage assets and other environmental matters.

Principle of Development

38. The National Planning Policy Framework (2026) sets out that the planning system should contribute towards the delivery of sustainable development which is outlined as meaning “meeting the needs of the present without compromising the ability of future generations to meet their own needs”. Achieving sustainable development also means that the planning system has three overarching objectives, which are economic, social and environmental and that at the heart of the National Planning Policy Framework is a presumption of sustainable development.
39. With regards to the policies of the Local Plan, Policy SD2 identifies a housing requirement of 10,150 dwellings across the plan period of 2017/18 to 2031/32. Policy H1 sets out the housing allocations and commitments across the plan period with the application site forming part of that allocation under H1 6(a).
40. Policy H2 providing specific detail on the West Stockton Sustainable Urban Extension (WSSUE) which allocates approximately 135 hectares for the development of approximately 2,550 new homes (400 of which would be on reserved land). The wider extension should also include a new primary school; a community hub (including shopping parade and community centre); a series of highway improvements and pedestrian/cycleway connections including those to the Castle Eden Walkway.
41. As detailed above, the application site forms part of the West Stockton SUE and is a key part of the Boroughs housing delivery across the Local Plan (as detailed in policies H1 and H2), providing 2,150 homes on allocated land of which the application site forms part of. Along with housing delivery at Wynyard, the SUE is therefore one of the key strategic sites for housing delivery under the current local plan.
42. This application proposes to deliver 230 of the proposed 394 units across the detailed and reserved matters applications which is considered to bring forward the benefits of delivering part of the housing requirement and contributing towards the delivery of the Council’s 5 year housing supply.
43. Subject to consideration of site suitability, the feasibility of meeting the standards and site viability, Policy H4 requires 50% of new homes to meet Building Regulation M4 (2) “Category 2 – accessible and adaptable dwellings” and 8% of new dwellings to

meet Building Regulation M4(3) "Category 3 – Wheelchair User Dwellings". In this instance due to the parent permission predating adoption of the Local Plan, the reserved matters applications are not subject to these requirements. However, the applicant has confirmed that whilst none of the dwellings would meet M4(3) 118 M4(2) compliant plots (30%) would be delivered across the site. This is significantly above the 27 that would be needed to satisfy the 50% associated with the full application, which seeks permission for 54 plots. This would provide a significant degree of over provision across the development as a whole. Considering the overall balance between the optional standards and the delivery of affordable homes, it is considered that in this instance the scheme as proposed is acceptable.

44. The proposed layout and associated land take are broadly consistent with the housing allocation of the WSSUE and associated masterplan, the proposals are considered to be in accordance with the requirements of policy H2 of the adopted Stockton on Tees Local Plan

Affordable Housing

45. The onsite provision of 12 affordable homes has already been secured through the parent permission S106

Education

46. Contributions to education have already been secured through the parent permission S106.

Health Provision

47. The NHS comments are noted as this is a reserved matters application we are unable to seek the requested financial contribution.

Economic/Social Benefits

48. In addition, and as with all significant housing schemes they offer significant benefits through the provision of new housing and affordable housing. In addition, they support the growth of the economy through job creation both on site and within the supply chain during the construction period.
49. Additionally, the Heads of Terms within the Section 106 Agreement secure a Local Labour Agreement, which will require that 10% of the workforce is employed from the local area and that materials are sourced locally where possible.

Sustainability

50. The application site lies within the limits to development where development should generally be directed and given the location of the site adjacent to the urban area which has relatively accessible transport and footpath links, the site itself could be considered sustainable.
51. It is considered that the site is a sustainable development and the presumption in the NPPF that planning should operate to encourage and not act as an impediment to sustainable growth must be applied. Significant weight is required to be placed on the need to support economic growth through the planning system.
52. It is recognised that a benefit of the proposed development would boost the boroughs 5 year housing land supply providing both social and economic benefits. Furthermore, the development would provide a number of jobs in the construction

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

53. This application is for the reserved matters of a site which benefits from outline permission on an allocated site within the limits of development. The principle of development is there accepted; the material considerations are considered in turn below;

Character and Appearance

54. The application site lies within the settlement boundary and is therefore assessed against DP1 to DP4 of the National Planning Policy Framework (2026). These policies establish that decisions should be taken in accordance with the development plan, while applying the presumption in favour of sustainable development.
55. Policy SD8 of the Local Plan reflects those policies of the NPPF seeking to achieve high design standards. Additionally, the Yarm Back Lane and Harrogate Lane masterplan also sets out a strategic framework for delivery which include a number of key design requirements when considering the overall approach taken by a development proposal. While the Stockton on Tees Local Design Guide SPD also promotes placemaking, good design and delivering high quality environment to live, work, play and learn in.
56. As set out within the parent permission, the site is situated towards the northern end of the Harrowgate Lane in Zone C of the WSSUE. Within the surrounding area there are a mix of properties, Zone A which has secured permission the north has a mix of dwellings sizes and styles although mainly consist of 2 and 2.5 storey dwelling. The residential properties to the east form the south-western edge of Hardwick and northern parcel of the Bishopsgarth estate. These properties are two storey and consist of a mix of materials including a variety of brickwork colours, elements of render and hanging tiles.
57. The proposed housing layout incorporates a range of dwellings which are two storey and two and a half storey in scale and would therefore be appropriate within the surrounding setting. The house types indicate a mix of two, three and four bedroomed properties over a mix of small terraces, semi-detached and detached dwellings and with a mix of tenure types. The general layout is considered to be appropriate within the overall context of not only the wider application site but the surrounding area, and approved developments to the north. The streets are considered to have a good level of frontage and areas of public amenity spaces, have a good degree of natural surveillance to provide active frontages, sense of place and a safe environment. All materials are to be secured through condition.
58. With regards to the requirements of DP3 (1) of the NPPF the overall layout and density of the proposed development is such that, notwithstanding the proposed uplift of housing numbers, it is considered to be broadly in accordance with the overall character of this part of the WSSUE character, especially the approved development to the north and would represent efficient use of the site. The density of the site is considered to be largely compliant with NPPF policies L2 and L3.
59. Whilst the place team comments are noted it is considered that the revised plans have gone a long way to address the initial comments, subject to the recommended conditions. Furthermore, consideration has been given to the development to the north.

60. It is considered that whilst relatively high density, subject to condition securing the final details, the scheme has managed to incorporate meaningful landscaping through and around the development, including blue green corridors in compliance with the masterplan and the formation of nodes and feature squares. Whilst the areas are indicated on the plan, full details have not been provided and therefore further conditions are required to secure the detailed design. This is considered to be in accordance with N3 (trees in new development).
61. The principal Tree Protection Officer has reviewed the condition of the trees August 2026 and confirmed that the submitted tree reports provide a good account of the trees as their conditions have not changed or worsened. With respect to the tree referred to in the Place teams comments he has concluded that the ash dieback is not considered to be detrimental, in fact the trees are proving to be quite resilient, the ash tree has not declined to the stage which would prevent it from being retained as a feature. The resilience of them is considered to be promising
62. As set out the proposed overall development site has, in accordance with the masterplan incorporated the de culverting of the watercourse enabling the incorporation of the blue/ green corridor. Whilst the scheme, subject to conditions would provide high value amenity space and landscaping, it would not provide onside meaningful public open space. However, in considering the aforementioned and the existing and proposed connectivity to open space to the north and east of the site, an of site contribution to open space provision is deemed to be considered appropriate and would be secured via 21/2130/FUL S106 , as detailed within the Hot's.
63. Overall, subject to the recommended conditions securing the details of the soft and hard landscaping, as well as materials, it is considered that the proposed development would largely comply with the aims of local and national planning policy.

Residential Amenity

64. Policy SD8 of the adopted Local Plan seeks to ensure that development proposals are designed to the highest possible standards by ensuring that new development are appropriately laid out, ensure adequate separation and provide privacy and amenity of all existing and future occupants.
65. In terms of the internal relationships between proposed properties, the layout and spacing of properties within the site are considered to be acceptable to provide sufficient levels of privacy and amenity between properties. In the few areas where separation distances are not met, the level of amenity for those occupiers are considered to be acceptable given the orientation of the properties, angles between habitable room windows, overall siting and nature of the rooms within close proximity to one another. This includes the relationship with the full permission and the school to the north.
66. Planning conditions are secured through the parent permission and through this permission with regards to a number of matters including finished site levels and means of enclosure. In addition, the removal of permitted development rights for extensions and alterations is also recommended to protect future levels of residential amenity for the life of the development given the overall relationship between the properties within the proposed layout.

67. To the western boundary is an approved solar farm, ref 22/1511/FUL during the course of determining that application consideration was given to the potential impact on future occupier's amenity of this allocated site. It was concluded that;
68. The results of the analysis have shown that reflections from the proposed development are geometrically possible towards the majority of the proposed dwelling receptors, however there is no significant impact upon nearby proposed dwellings due to existing screening blocking the views of the proposed development and the presence of other mitigating factors. Therefore, no mitigation is required.
69. Whilst the impact was considered that was done principally at ground floor. Due to the orientation of the proposed dwellings plots 312- 331 rear elevations would front onto the solar farm. Whilst views at ground floor would largely be screened by the existing boundary treatment, the first-floor windows, which principally serves bedrooms/ bathrooms would provide views over the solar farm. The loss of a view is not a material consideration. However, due to the existing boundary treatment, orientation of the panels and the separation distances, it is not considered that the panels would give rise to a demonstrable adverse impact on future occupier's amenity with respect of glint and glare to such a degree that a reason for refusal could be sustained. It is of note that no objection has been received from the EHU officers with respect to either glint and glare or noise from the associated solar farm infrastructure
70. No objection has been received in terms of the layout from National Grid and no objection has been received from the Council EHU in terms of noise from either the overhead lines or adjacent land uses. The parent permission was supported with a Noise Assessment and necessary conditions imposed.
71. The objections from residents to the east of the site are noted with regards to loss of light and privacy, however due to the separation distance and physical separation created by the highways it is not considered that the proposed development would have an adverse impact on the occupiers of these existing properties.
72. Concerns have also been raised regarding air quality, EHU have considered the application and have raised no objection. The outline planning permission imposed a number of conditions with which this reserved matters application must comply.
73. Overall subject to the recommended conditions the proposed development is considered to provide all future occupiers with an acceptable level of amenity whilst safeguarding the amenity of the existing land uses.

Highways and Transport

74. TR6 (4) of the NPPF is clear that development should be refused if they would have a severe adverse impact on the transport network (in terms of capacity and congestion, including cumulative impacts), or an unacceptable impact on highway safety; taking into account any mitigation measures proposed as well as any wider network improvements, including measures to support sustainable patterns of movement. This applies both during the construction phase and following completion.
75. Concern has been raised by the objectors in relation to the wider traffic implication of the development. However, as set out above the principle of the development including the assessment of the wider impact on the highways network has been

considered within the parent permission. National Highways have confirmed they have no objection to the increased capacity over the original outline permission.

76. In terms of the access and internal highway and parking arrangements, the Highways Transport and Design Manager has reviewed the proposed development and following receipt of the revised plans, has raised no objection to the proposed development.
77. Following submission of the development to the north revised plans were received to enable connectivity of the north south cycleway, in accordance with the masterplan'

Flood Risk and Surface Water

78. The applicant has submitted a flood risk assessment, drainage strategy and are providing a SUD pond to serve the wider development. The proposed residential development which is classified as 'more vulnerable' is located within flood zone 1, therefore, the development is suitable within the identified flood zones in accordance with NPPF. Objectors have raised concerns in relation to surface water and flood risk.
79. During the course of the application various plans/ reports were withdrawn and resubmitted, the LLFA have been consulted and are satisfied that notwithstanding the submitted details that an acceptable strategy can be implemented on the site, subject to the recommended conditions. They have therefore raised no objection to the proposed development.
80. Northumbrian Water have raised no objection and neither has the Environment Agency. Updated conditions have been recommended in accordance with the updated comments

Ecology

81. Concern has been raised by objectors over the displacement and impact on wildlife. The Ecological Appraisal submitted in support of the application was updated in April 2024. Due to the potential for works to commence in excess of 3 years from the date of this survey, a condition requiring a walkover survey be carried out prior to each stage of the development, to ensure that there has been no ecological or biodiversity change which would require different mitigation those proposed.
82. A further condition has been recommended to secure any tree to be felled is subject to a climb and inspect survey. In addition to conditions regrading illumination and adaptations to boundary fences to facilitate the movement of hedgehogs in line with the guidance produced by the British Hedgehog Preservation Society. It is also proposed to condition a Construction Environment Management Plan, to safeguard wildlife during the construction phase.
83. The application was submitted prior to Biodiversity Net Gain and therefor the application is not subject to this under the Habitat Regulations however there is still a requirement under the Local Plan Policy ENV5 for development proposals to achieve net gains in biodiversity wherever possible. The Site has the capacity to enable the retention of a number of existing landscape feature, such a hedgerows and trees which provide a valued habit for a number of key species, as well as providing some biodiversity gains. Therefore, notwithstanding the recommendations within the submitted reports a condition is required for a biodiversity protection and gains plan to be submitted detailing how this has informed and will be integrated into the detailed landscape proposals.

Nutrient Neutrality

84. Following the deferral of the application in March 2025, the applicant sought to address the concerns raised by Natural England regarding nutrient neutrality.
85. This resulted in a revised mitigation strategy, whereby the applicant proposes to secure private nutrient credits to offset the development's impact on the Teesmouth and Cleveland Coast Special Protection Area (SPA) and Ramsar site.
86. Consequently, an updated Habitats Regulations Assessment (HRA), including an Appropriate Assessment, was undertaken. Natural England was consulted on the revised assessment and the proposed mitigation strategy and subsequently confirmed that it was satisfied with the submitted information.
87. In light of the revised mitigation approach and Natural England's response, officers are satisfied that the proposal would not adversely affect the integrity of the Teesmouth and Cleveland Coast SPA/Ramsar site. The application is therefore considered to satisfactorily address the nutrient neutrality requirements arising from the increase in nitrogen associated with the development.

Crime and Disorder

88. 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.
89. The development is relying on the proposed layout allows for natural surveillance of the public square. The comments from the Designing out Crime Officer have been noted. It is considered that a number of the recommended measures would be achievable within the site and therefore a suitably worded informative has been recommended. Subject to the recommended informative it is not considered that the proposals would give rise to crime and disorder.

Low Carbon

90. The comments from CPRE are noted and in accordance with the requirements of Policy ENV1 major residential development should achieve a 10% reduction of total predicted energy requirements. A condition is recommended to ensure these details are submitted.

Residual Matters

91. Following submission of the ball strike report, Sports England have removed their objection.
92. To ensure delivery of Zone B is not prejudiced notwithstanding the proposed plans which show a connection point, up to the red line, as set out with the Heads of Terms there will be the requirement within the S106 to make this access point available without ransom. This is to ensure the whole of the WSSUE is deliverable.
93. Concerns were raised regarding the level of public consultation undertaken. Officers are satisfied that prior to determination consultation has been carried out in accordance with the requirements of the Development Management Procedure Order (2015). The current consultation expires on 8 September 2026.

94. As with all applications reported to Planning Committee, should any representations be received after publication of the agenda, Members will be verbally updated on any new or additional material planning considerations arising from those representations that have not already been addressed within this report.

Conclusion

95. 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, flood risk, ecology 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.
96. In view of the considerations set out within this report, the application is recommended to Approved subject to Section 106

Financial Implications

As per report.

Environmental Implications

As per reports

Biodiversity Net Gain

Biodiversity Net Gain is not required as the application was received prior to the regulations coming into effect.

Legal Implications

As per 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.

Human Rights Implications

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

Ward and War Councillors

Ward	Bishopsgarth And Elm Tree (Pre May 2023)
Ward Councillor	Councillor David Minchella
Ward Councillor	Councillor Hugo Stratton

Background Papers

- National Planning Policy Framework
- National Planning Practice Guidance
- Stockton on Tees Local Plan Adopted 2019
- Meeting Housing Need Adopted May 2021
- Local Design Guide Adopted March 2023
- Open Space, Recreation and Landscaping Supplementary Planning Document Adopted December 2009
- Parking Provision for Developments Adopted October 2011

Other relevant planning Application files

- 24/0336/VARY - Section 73 application to vary conditions no1 (approved plan)
14/2291/EIS - Application for outline permission for residential development (340 dwellings) including access. Approved March 2025
- 21/1599/REM - Reserved matters application for the appearance, landscaping, layout and scale for residential development comprising 110 dwellings for phase 4 and 5. Pending
- 21/2130/FUL Application for the erection of 54 dwellings to include access, parking, open space and associated infrastructure. Pending
- 21/0250/DCH- Information to discharge condition no 6. Discharged February 2025
- 14/2291/EIS Application for outline permission for residential development (340 dwellings) including access. Allowed at Appeal

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Schedule of Accommodation				
Harrowgate Lane - Reserved Matters 1				30.10.24
S106 Affordable Housing				
Name	Bed	Storey	M4(2)	Number
E2.1	2	2.5	N	8
B3	3	2.5	N	4
Total				12
Open Market Housing				
Name	Bed	Storey	M4(2)	Number
Askern	2	2	N	18
Ferndale	2	2	N	7
Eastbeck	2	2.5	N	6
Ripley	2	2	N	23
Oakwood	3	2	Y	10
Cadeby	3	2	Y	27
Leyburn	3	2	N	9
Baldon	3	2.5	N	21
Salbury	3	2.5	N	55
Wentbridge	4	2	Y	7
Dalton	4	2.5	Y	19
Cookbury	4	2	N	7
Horbury	4	2	Y	9
Total				218
Overall Total				230



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Askern	2	2	N	23
Ferndale	2	2	N	17
Eastbeck	2	2.5	N	13
Ripley	2	2	N	41
Oakwood	3	2	Y	18
Cadeby	3	2	Y	43
Leyburn	3	2	N	18
Baldon	3	2.5	N	42
Salbury	3	2.5	N	87
Wentbridge	4	2	Y	11
Dalton	4	2.5	Y	30
Cookbury	4	2	N	12
Horbury	4	2	Y	16
Total				371
Overall Total				394



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Ground Floor.
1 : 100



First Floor.
1 : 100



Front Elevation
1 : 100



Left Side Elevation
1 : 100

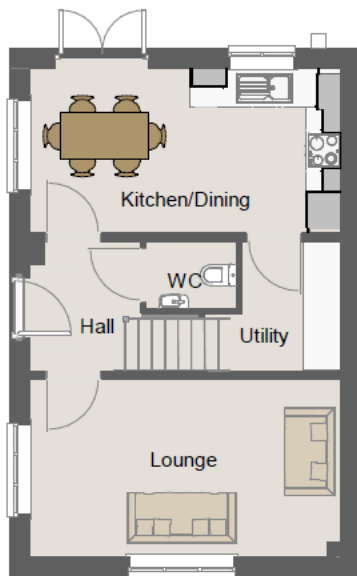


Rear Elevation
1 : 100

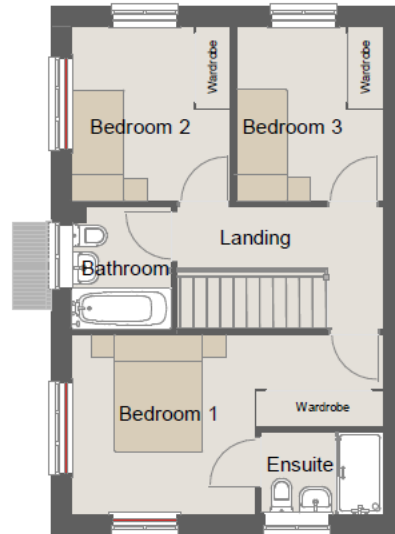


Right Side Elevation
1 : 100

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Ground Floor.
1 : 100



First Floor.
1 : 100



Right Side Elevation
1 : 100



Front Elevation
1 : 100



Left Side Elevation
1 : 100



Rear Elevation
1 : 100

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DELEGATED

Report to Planning Committee

9 September 2026

Report of Director of Regeneration and Inclusive Growth

21/1599/REM**Tithebarns Fields, Land West Of Harrowgate Lane, Stockton-on-Tees****Expiry Date: 16 September 2021****Extension of Time Date: 30 January 2026****Summary**

The application site, hereby referred to as the Site, is located to the western edge of Harrowgate Lane, its 13.41 ha form somewhat of an 'L' shape. It is referred to as Zone C within the West Stockton Sustainable Urban Extension.

This application is seeking reserved matters for the appearance, landscaping, layout and scale for residential development comprising 110 dwellings for phases 4 and 5.

The Site forms part of the West Stockton Strategic Urban Extension, a key housing growth area identified within the adopted Local Plan. The principle of residential development has therefore already been established and accepted through the development plan framework. Although the proposal would increase the number of dwellings delivered within this part of the WSSUE, no material planning considerations have been identified that would preclude the increase in unit numbers. The increased housing provision within the context of an allocated site is considered to represent a meaningful contribution to the Councils Housing Land Supply.

In terms of design and layout, the proposed development is considered acceptable in respect of its appearance, scale and site arrangement. Assessment of the supporting information indicates that the additional dwellings can be accommodated without giving rise to unacceptable technical impacts, including in relation to highway capacity.

Eight letters of objections from members of the public. Due to the integrated nature of all applications for this site, in the interest of completeness this application is being presented alongside applications 21/0249/REM and 21/2130/FUL.

Subject to securing the necessary contribution and through the implementation of the recommended conditions the proposal is considered acceptable in planning terms. Members are therefore requested to support the application.

Recommendations

That members be minded to approve planning application 21/1599/REM in accordance with the following conditions and s106 HoTs or such other conditions or HoTs as the Planning Services Manager deems necessary;

01 Approved Plans

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

Plan Reference Number	Date Received
500-005	22 April 2024

504-006	22 April 2024
505-006	22 April 2024
510-002	22 April 2024
510-003	22 April 2024
510-004	22 April 2024
ASK/END/0-001 REV A	22 April 2024
ASK/END/0-002 REV A	22 April 2024
ASK/MID/0-001 REV A	22 April 2024
ASK/MID/0-002 REV A	22 April 2024
B3/0-001 REV A	22 April 2024
B3/0-002 REV A	22 April 2024
B3/END/0-001 REV A	22 April 2024
B3/END/0-002 REV A	22 April 2024
BAI/0-001 REV A	22 April 2024
BAI/0-001 REV A	22 April 2024
BAI/0-002 REV A	22 April 2024
BAI/0-002 REV A	22 April 2024
CAD/0-001 REV A	22 April 2024
CAD/0-002 REV A	22 April 2024
DAL/0-001 REV A	22 April 2024
DAL/0-002 REV A	22 April 2024
E2.1/END/0-001.5 REV A	22 April 2024
E2.1/MID/0-001.5 REV A	22 April 2024
E2.1/MID/0-002.5 REV A	22 April 2024
E2.1/MID/0-002.5 REV A	22 April 2024
EAS/END/0-001.5 REV A	22 April 2024
EAS/END/0-002.5 REV A	22 April 2024
EAS/MID/0-001.5 REV A	22 April 2024
EAS/MID/0-002.5 REV A	22 April 2024
FER/END/0-001 REV B	22 April 2024
FER/END/0-002 REV A	22 April 2024
HOR/0-001 REV A	22 April 2024
HOR/0-002 REV A	22 April 2024
LEY/DET/0-001 REV A	22 April 2024
LEY/DET/0-002 REV A	22 April 2024
OAK/0-001 REV A	22 April 2024
OAK/0-002 REV A	22 April 2024
RIP/END/0-001.5 REV A	22 April 2024
RIP/END/0-001.5 REV A	22 April 2024
RIP/END/0-002.5 REV A	22 April 2024
SAL/END/0-001.5 A	22 April 2024
SAL/END/0-001.5 A	22 April 2024
SAL/END/0-002.5 REV A	22 April 2024
SAL/END/0-002.5 REV A	22 April 2024
SAL/MID/0-001.5 A	22 April 2024
SAL/MID/0-002.2 REV A	22 April 2024
WEN/0-001 A	22 April 2024
WEN/0-002 A	22 April 2024
5205 - 102 A	8 November 2024
FER/END/0-001.5 Rev B	8 November 2024
FER/END/0-002.5 Rev A	8 November 2024
5205 – 200 Rev C	21 January 2025
5205 – 202 Rev C	21 January 2025

5205 – 252 Rev C

21 January 2025

Reason: To define the consent.

02 NWL Drainage

Development shall not commence until a detailed scheme for the disposal of foul and surface water from the development hereby approved has been submitted to and approved in writing by the Local Planning Authority in consultation with Northumbrian Water and the Lead Local Flood Authority. Thereafter the development shall take place in accordance with the approved details.

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

03 Discharge of Surface Water

The development hereby approved shall not be commenced on site, until a scheme for 'the implementation, maintenance and management of a Sustainable Surface Water Drainage Scheme has first been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details, the scheme shall include but not be restricted to providing the following details;

- I. Detailed design of the surface water management system; (for each phase of the development).
- II. Detailed overland flow management assessment & Integration with Adoptable Drainage Network
- III. Finished Floor Levels (FFLs) – Minimum finished floor levels shall be set based on the development's post-construction flood risk profile, including critical water levels arising from the 1 in 100-year event plus 40% climate change allowance, with a suitable freeboard applied.
- IV. A build programme and timetable for the provision of the critical surface water drainage infrastructure;
- V. A management plan detailing how surface water runoff from the site will be managed during the construction phase;
- VI. Details of adoption responsibilities

Reason: To ensure the site is developed in a manner that will not increase the risk of surface water flooding to site or surrounding area, in accordance with the Local Plan Policies SD5 & ENV4 and the NPPF

04 Watercourse Assessment

No development shall commence until a detailed surface water drainage strategy has been submitted to and approved in writing by the local planning authority. The strategy shall address the following concerns and provide supporting evidence to ensure the proposed development does not increase flood risk within or beyond the site boundary:

- I. Hydraulic Performance of Overland Flow Channels & Culverts – The developer shall provide detailed, site-specific hydraulic modelling of all proposed overland flow channels and culverts
- II. Long-Term Functionality & Erosion Mitigation
- III. Culvert Risk Assessments & Screen Initial Needs Assessment
- IV. Impounding Structures & Embankment Design Assessment

Reason: To ensure that the proposed development adequately mitigates flood risk and integrates with the local drainage network in accordance with the National Planning Policy Framework (NPPF), and relevant local policies on flood risk and sustainable drainage.

05 Discharge of Surface Water

The building hereby approved shall not be brought into use until:-

- I. Requisite elements of the approved surface water management scheme for the development, or any phase of the development are in place and fully operational to serve said building
- II. The drawings of all Suds features have been submitted and approved in writing by the Local Planning Authority, the drawings should highlight all site levels, including the 30year and 100year+cc flood levels and confirmation of storage capacity
- III. A Management and maintenance plan of the approved Surface Water Drainage scheme has been submitted and approved in writing by the Local Planning Authority, this should include the funding arrangements and cover the lifetime of the development

Reason: To reduce flood risk and ensure satisfactory long-term maintenance are in place for the lifetime of the development.

06 Walkover Survey

A maximum of three months before works commencing on site for each phase of development 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 to and approved in writing by the Local Planning Authority and any identified additional or revised mitigation measures required shall be implemented wholly in accordance with the approved details prior to the commencement of the respective phase.

Reason: To preserve, protect and enhances the biodiversity of the site in accordance with Local Plan Policy ENV5 and the NPPF

07 Mitigation Measures

In addition to the requirement of Condition 12 of 14/2291/EIS during the construction processes, a minimum of 70 bespoke nesting cavities for other Red Category Species like Swift, House Sparrow and bats should be incorporated into the development on the gable ends at an elevated position.

Reason: To preserve, protect and enhances the biodiversity of the site in accordance with Local Plan Policy ENV5 and the NPPF

08 Habitat Management Monitoring Plan

No development shall commence until a Habitat Management and Monitoring Plan (HMMP) has been prepared in accordance with the approved Biodiversity Gain Plan and has been submitted to and approved in writing by the Local Planning Authority. The HMMP shall include: (a) a non-technical summary; (b) the roles and responsibilities of the people or organisation(s) delivering the HMMP; (c) the planned habitat creation and enhancement works to create or improve habitat to achieve the biodiversity net gain in accordance with the approved Biodiversity Gain Plan; (d) the management measures to maintain habitat in accordance with the approved Biodiversity Gain Plan for a period of 30 years from the practical completion of the development or the first occupation of the development, whichever is the sooner; and (e) the monitoring methodology and frequency in respect of the created or enhanced habitat to be submitted to the Local Planning Authority.

Reason: To ensure the proposed habitat creation and/or enhancements are suitably managed and monitored to ensure development delivers a biodiversity net gain in

accordance with Schedule 7A of the Town and Country Planning Act 1990 and Policy 41 of the County Durham Plan and Part 15 of the National Planning Policy Framework.

09 Bat Check

Prior to the felling of any trees a Climb and Inspect Assessment shall be carried out by a qualified Ecologist in conjunction with the qualified Arboriculturist to check for cavities and inspection with an endoscope or mirrors if appropriate. Works to the trees should not commence until the Inspection Report has been submitted to and agreed in writing by the Local Planning Authority. The works should then be carried out in complete conformity of the report. If any evidence of bat roosts are found works should cease immediately and a Natural England License sought.

Reason: In the interest of safeguarding a European Protected Species and their habitat in accordance with the Habitat Regulations and in accordance with Local Plan Policy ENV5 and the NPPF.

10 Biodiversity Enhancement and Management Plan (BEMP)

Notwithstanding the proposals detailed in the respective reports, prior to the commencement of the development hereby permitted the developer shall submit to and have approved in writing by the Local Planning Authority a Biodiversity Gain Plan. The Biodiversity Gain Plan must contain, including information about the steps that will be taken to minimise the adverse effect of the development on the biodiversity of the onsite habitat and the site's pre- and post-development biodiversity value and how these gains will be incorporated within the final landscape plan as required by condition 13. The agreed works shall be implemented in accordance with the agreed details and be retained thereafter for the lifetime of the development.

Reason: To preserve, protect and enhances the biodiversity of the site in accordance with Local Plan Policy ENV5 and the NPPF.

11 Construction Environment Management Plan

Prior to the commencement of the development hereby approved, a detailed site-specific Construction Environmental Management Plan for each phase is to be submitted and agreed in writing by the Local Planning Authority. This shall include details of all proposed excavations, piling, construction, machinery used (including location) and associated mitigations should be submitted in accordance with BS 5228:1997. This should also include all measures to be undertaken to protect habitats and wildlife during the construction phase of the development identified in the submitted Ecological Impact Assessment. Once approved the CEMP Plan shall be adhered to throughout the construction period.

Reason: In the interests of residential amenity and to protect habitats and wildlife site in accordance with Local Plan Policy ENV5 and the NPPF

12 External Materials

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 the construction of the external walls and roofs of the hereby approved dwellings have been 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 Local Plan Policy SD8 and NPPF

13 Landscaping Softworks

Notwithstanding the proposals detailed in the Design and Access Statement and submitted plans, no development shall commence until full details of soft landscaping and associated maintenance has been submitted to and been approved in writing by the Local Planning Authority. Those details shall include; a detailed planting plan and specification of works (indicating soil depths, plant species, numbers, densities, locations inter relationship of plants, stock size and type, grass, and planting methods including construction techniques for pits in hard surfacing and root barriers); a phasing programme for the implementation of landscaping and associate maintenance; details of all existing or proposed utility services that may influence proposed tree planting shall be indicated on the planting plan. The soft landscape maintenance details should include details of access routes to demonstrate operations can be undertaken from publicly accessible land, long term design objectives, management responsibilities and maintenance schedules for all landscape areas/ retained vegetation, other than small privately owned domestic gardens. Landscape maintenance shall be detailed for the initial 5 year establishment from date of completion of the total scheme regardless of any phased development period followed by a long-term management plan for a period of 20 years. The landscape management plan shall be carried out as approved.

All planting works shall be in accordance with the approved plans and details and shall be implemented prior to the first planting season following completion of each identified phase of development. Any vegetation within a period of 5 years from the date of from the date of completion of the total works that is dying, damaged, diseased or in the opinion of the Local Planning Authority is failing to thrive shall be replaced by the same species of a size at least equal to that of the adjacent successful planting in the next planting season.

Reason: To ensure satisfactory landscaping to improve the appearance of the site in the interests of visual amenity and in accordance with Local Plan Policy SD8 and NPPF

14 Trees within and adjacent to the adopted highway

Notwithstanding the proposals detailed in the Design and Access Statement and submitted plans, no development shall be commenced until the Local Planning Authority has approved in writing the details of arrangements for the planting of street trees and protection of the adopted highway from tree root damage. Root barriers will be required where trees are planted within 2m of the adopted highway.

Reason: To protect the adopted highway from damage by tree roots and in accordance with Local Plan Policy SD8 and NPPF

15 Trees protection

The hereby approved development shall be carried out in complete conformity with the submitted Arboricultural Impact Assessment Arboricultural Method Statement Tree Protection Plan as received by the Local Planning Authority on 5 December 2024.

Reason: to safeguard the trees within and adjacent to the hereby approved development and in accordance with Local Plan Policy SD8 and NPPF

16 Light Intrusion

Prior to the commencement of the development hereby permitted, a scheme for the protection of biodiversity, the proposed dwellings and the neighbouring premises from light intrusion shall be submitted to and approved in writing by the Local Planning Authority. All works, which form a part of such a scheme, shall be completed before any of the permitted dwellings / facilities are occupied. The scheme should detail the type of luminaries and their

Lumen levels, locations, means of affixation, heights, angles plus the level of light trespass in lux.

The position of all columns shall be agreed in writing by the Local Planning Authority to avoid conflict with the positions of trees as approved.

The lighting shall be implemented wholly in accordance with the agreed scheme prior to the occupation of the development or approved phases.

Reason: To enable the Local Planning Authority to control details and in the interests of the amenity of adjoining residents, amenity of the area and protection of biodiversity on and adjacent to the site and in accordance with Local Plan Policy SD8 and NPPF

17 Enclosure

Notwithstanding the proposals detailed in the Design and Access Statement and submitted plans, prior to the above ground construction of development within each relevant phase, details of all means of enclosures shall be submitted to and approved in writing by the Local Planning Authority. This shall include all acoustic barriers, walls, fences, entrance feature walls, hedgerows and kneerails, including those surrounding pumping stations and other infrastructure sites. This shall include the specification for holes in boundary walls and fences at ground level to allow for the movement of hedgehogs. Such means of enclosure shall be implemented in accordance with the approved plan prior to the occupation of the development or approved phases.

Reason: In the interests of biodiversity, the visual amenities of the locality and to protect the residential amenity of future occupiers and in accordance with Local Plan Policy SD8 and NPPF

18 Bins/ refuse

Prior to the occupation of each phase of the development hereby approved each plot and commercial facility 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 and NPPF

19 Open Access

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

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

20 Removal of PD rights – No Garage Alterations/Conversions

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revising, revoking and re-enacting that Order with or without modification), no internal or external alterations shall take place to any garage, which would preclude its use for housing motor vehicles.

Reason: To ensure that the site has adequate parking provision in accordance with the requirements of SPD3 and in accordance with Local Plan Policy SD8 and NPPF

21 Removal of PD rights – No Boundary Treatments to front of properties.

Notwithstanding the provisions of Class A of Part 2 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order) there shall be no walls, fences, railings or other form of boundary enclosures erected between any point taken in line with the properties front elevation and the highway unless otherwise agreed in writing by the Local Planning Authority.

Reason: To prevent significant undue detrimental loss of privacy and amenity for future occupants taking into account the relationship with existing dwellings and to comply with Policy SD8 the Stockton on Tees Local Plan and NPPF.

22 Removal of PD rights – Householder extensions and alterations

Notwithstanding the provisions of classes A,AA, B, C, D, E and F of Part 1 of Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order), the buildings hereby approved shall not be extended or altered in any way, without the written approval of the Local Planning Authority.

Notwithstanding the proposals detailed in the Design and Access Statement and submitted plans, prior to the above ground construction of development within each relevant phase, details of all means of enclosures shall be submitted to and approved in writing by the Local Planning Authority. This shall include all acoustic barriers, walls, fences, entrance feature walls, hedgerows and kneerails, including those surrounding pumping stations and other infrastructure sites. This shall include the specification for holes in boundary walls and fences at ground level to allow for the movement of hedgehogs. Such means of enclosure shall be implemented in accordance with the approved plan prior to the occupation of the development or approved phases.

Reason: In the interests of biodiversity, the visual amenities of the locality and to protect the residential amenity of future occupiers and in accordance with Local Plan Policy SD8 and NPPF

23 Feature Squares

Notwithstanding the proposals detailed in the Design and Access Statement and submitted plans, prior to the above ground construction full details of all hard landscape and planting works for the feature squares shall be submitted to and be approved in writing by the Local Planning Authority. These details shall include layouts; hard surfacing materials; planting details (tree/shrub types and species, stock size, numbers and densities); construction methods including tree pits; minor structures (e.g. street furniture); and, a phasing plan for implementation. The feature squares shall be implemented in full accordance with the approved details and agreed phasing plan and maintained thereafter.

Any landscaping works which within a period of five years from the date of planting die, are removed, become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species unless the Local Planning Authority gives written consent to any variation or an alternative long term maintenance arrangement.

Reason: To enable the Local Planning Authority to satisfactorily control the development and to ensure a high standard of design in accordance with Local Plan Policy H2 and SD8 and NPPF

24 Renewables or Fabric First

No above ground development shall take place until the Local Planning Authority has approved a report provided by the applicant identifying how the predicted CO2 emissions of

the development will be reduced by at least 10% through the use of on-site renewable energy equipment or design efficiencies. The carbon savings which result from this will be above and beyond what is required to comply with Part L Building Regulations. Before the development is occupied the renewable energy equipment or design efficiency measures shall have been installed and the local planning authority shall be satisfied that their day-to-day operation will provide energy for the development for so long as the development remains in existence.

Reason: In the interests of promoting sustainable development in accordance with policy ENV1 and NPPF

25 Building Regulations

Prior to the commencement of above-ground construction works, details identifying those dwellings within the wider development that will be constructed to meet Building Regulation M4(2) (Category 2: Accessible and Adaptable Dwellings) shall be submitted to and approved in writing by the Local Planning Authority. A minimum of 118 dwellings across the whole development shall be provided in accordance with the approved details and thereafter retained as such.

Reason: To ensure the provision of accessible and adaptable housing in accordance with Policy H4 of the Local Plan and the NPPF

Informative Reason for Planning Approval

De-culverting - Advice to LPA/Applicant

We are pleased to note in the submitted drainage strategy that there is reference to a potential opening of a culvert in phase 2; we appreciate that further detail of this would be provided at a later stage. In our response to outline application 14/2291/EIS, we conditioned a scheme for flood risk and surface water disposal. For clarity, the matter of surface water flood risk now falls within the remit of the Lead Local Flood Authority and therefore, we would not formally advise if this condition would be discharged when this is submitted. However, we did note in this condition it requires confirmation of the opening of any culverts across the site and that they required further investigation at detailed design.

De-culverting offers the opportunity to reduce flood risk and risk of blockages as well as provide valuable wetland/aquatic habitat and on-site biodiversity net gains. It can also greatly improve amenity and create a sense of place and identity. Further, de-culverting can reduce associated maintenance costs.

Policy ENV7 of the Stockton-On-Tees Borough Council Local Plan states surface water quality will be improved in line with the requirements of the Water Framework Directive, alongside it's associated legislation, and the Northumbria River Basin Management Plan. This policy further states that to improve the quality of the water environment the Council will support the improvement and naturalisation of heavily modified waterbodies including de-culverting. Through subsequent information submitted to for this site, the de-culverting should be supported and encouraged.

Informative: Northumbrian Water

It should also be noted that, following the transfer of private drains and sewers in 2011, there may be assets that are the responsibility of Northumbrian Water that are not yet included on our records. Care should therefore be taken prior and during any construction work with

consideration to the presence of sewers on site. Should you require further information, please visit <https://www.nwl.co.uk/services/developers/>

Informative: Designing out Crime

The applicant is encouraged to engage with the Policer Architectural Liaison Officer to see how secure by design principles can be incorporated into the scheme

Informative: Hydraulic Performance of Overland Flow Channels & Culverts –

The developer shall provide detailed, site-specific hydraulic modelling of all proposed overland flow channels and culverts. This assessment shall:

- o Include the critical 1 in 100-year flood event plus 40% climate change allowance.
- o Justify the sizing of culverts and flow channels based on accurate cross-sectional survey data rather than idealised sections.
- o Demonstrate that the proposed network will perform effectively under design storm conditions without increasing flood risk elsewhere.

Informative Long-Term Functionality & Erosion Mitigation –

The applicant shall demonstrate, through hydraulic modelling, that all proposed diversion channels will remain stable over their design life. Where scour of the bed and banks is identified as a potential risk, suitable mitigation measures shall be provided.

Informative Culvert Risk Assessments & Screens –

Any culvert exceeding 350mm diameter shall be subject to a Public Risk Assessment and a Screen Initial Needs Assessment. If a security or debris screen is deemed necessary, it shall be designed in accordance with CIRIA C786 - The Culvert Screen and Outfall Manual.

Informative Impounding Structures & Embankment Design Assessment –

Where proposed SuDS features abut any watercourse or drainage channel, the embankment between these features shall be designed as an impounding structure. The developer shall provide full design details, including construction materials, stability calculations, and justification of resilience measures to mitigate the risk of embankment failure.

Informative Site-specific surface water construction management plan

A site-specific construction management plan must be provided in accordance with Appendix B Section 6 of the CIRIA SuDS Manual before commencing the drainage construction. Detailing how surface water will be managed during construction phase and contained within the site boundary must also include prevention of silts entering existing surface waterbodies, details of measures to be taken to protect and maintain the natural flows of the watercourse/ditches through the proposed site (including the provision of any required temporary drainage). Particular attention should be given to the phasing of the de-culverting works, full construction method statements should be provided.

Informative Land Drainage Consents

Land Drainage Consent/s sites outside the planning process, the LLFA would like to make you aware that no works on the ordinary watercourse are permitted until a Land Drainage Consent approval has been received from the Lead Local Flood Authority. The Land Drainage consent application form and supporting information must be submitted to the LLFA for consideration. The application process will take 8 weeks for determination. Informative Management and Maintenance A Maintenance Plan and checklist must be provided in accordance with Appendix B Section 8 of the CIRIA SuDS Manual and the LLFA local requirements. The LLFA requirements are as follows;

- Details of who is responsible for the maintenance and management of all surface water components during construction phase, including contact details, emergency

contact details, expected completion date for the development, expected date the management company will commence the maintenance and management of the SuDS.

- Details of the management company responsible for the maintenance

Heads of Terms

Nutrient Neutrality

Background

1. 14/2291/EIS Application for outline permission for residential development (340 dwellings) including access, this application was, refused December 2014, however permission was subsequently allowed, at appeal June 2016.
2. The following applications are also being presented to members of the Planning Committee and will be considered alongside this application, and are pursuant to the above parent permission.

21/0249/REM Reserved matters application for the appearance, landscaping, layout and scale for residential development comprising 230 dwellings for phase 1, 2 and 3.

21/2130/FUL Application for the erection of 54 dwellings to include access, parking, open space and associated infrastructure

21/0250/DCH- Information to discharge condition no 6. Discharged February 2025

24/0336/VARY Section 73 application to vary conditions no1 (approved plan)
14/2291/EIS - Application for outline permission for residential development (340 dwellings) including access. Approved March 2025

Site and Surroundings

3. The application site, hereby referred to as the Site, is located to the western edge of Harrowgate Lane, its 13.41 ha form somewhat of an 'L' shape. It is referred to as Zone C within the West Stockton Sustainable Urban Extension.
4. The majority of the site is cropped arable land with small areas of semi-improved and improved rough grassland. The site is undulating in nature and has a partially culverted natural watercourse flows under part of the site to join a deeply incised semi natural drainage ditch. This watercourse then flows under the eastern part of the site under Harrowgate Lane where it flows into Hardwick Dene and Elm Tree Woods Nature Reserve and becomes a tributary of Lustrum Beck.
5. Outwood Academy borders the northern and north eastern boundary. The Site adjoins Zone A to the north, which benefits from planning permission and the western boundary adjoining Zone B and the safeguarded land which also forms the southern boundary.

Proposal

6. Reserved Matters permission is sought for the appearance, landscaping, layout and scale for the erection of 110 dwellings for phases 4 and 5, within the red line of application ref 14/2291/EIS
7. The proposal is a mix of 2, 3 and 4 bedroom properties with a mix of tenures

	Proposed	Housing	Mix			
	21/0249/REM	Affordable	21/1599/REM	Affordable	21/2130/FUL	Affordable
2 Bedroom	54	8	24	0	16	3
3 Bedroom	122	4	66	0	20	8
4 Bedroom	42	0	20	0	7	0
Total	218	12	110	0	43	11

Consultations

8. Consultees were notified and the following comments were received.
9. Strategic Housing
Strategic Housing raises no objection to the proposed amendments from a housing perspective. The application forms part of the wider Harrowgate Lane development, where affordable housing delivery, tenure arrangements and housing mix have been the subject of previous Strategic Housing consultation responses and discussions with the applicant.
10. Notwithstanding the above, Strategic Housing would expect the affordable housing provision across the wider development to continue to accord with the requirements of Local Plan Policy H4, the Affordable Housing SPD and any approved affordable housing scheme secured through the associated legal agreement.
11. The applicant's attention is also drawn to the Council's Affordable Housing Statement, available at Stockton-on-Tees Borough Council Affordable Housing Statement. The statement sets out the Council's expectations regarding affordable housing delivery, management and affordability, including matters relating to Registered Provider arrangements, nominations, tenure, affordable rent levels, service charges, estate management charges, long-term maintenance responsibilities, and the phasing and delivery of affordable housing. Strategic Housing would welcome confirmation of the proposed affordable housing tenure mix across the development, including confirmation that any rented affordable housing units will be delivered as Affordable Rent unless otherwise agreed by the Council.
12. In addition, given the significant areas of SuDS infrastructure, open space and landscape features proposed across the wider development, details of the long-term management and maintenance arrangements should be provided, including any costs that may be passed on to residents. Any service charges associated with affordable housing should be kept as low as possible to ensure the homes remain genuinely affordable
13. Durham County Badger Group
Further to your request for comments 24/4/24. We have no additional comments and note retained and improved hedgerow through the middle of site and areas of grass which I assume will not be developed.
14. Teesmouth Bird Club
The applicant's ecological appraisal of the breeding bird population present on the site makes reference to the likelihood of Grey Partridge and Skylark occurring. In addition to these two Species of Concern - Red Category, we would like to add a third - Yellowhammer.
The high density of houses proposed leaves no scope to provide mitigation measures for these species. As an alternative, we request that appropriate

measures be taken to use the houses themselves to provide mitigation. This should be by installing, during the construction processes, bespoke nesting cavities for other Red Category Species like Swift, House Sparrow and even bats. Other developers successfully incorporate such S-Bricks at a cost of ~ £30 each. We recommend a minimum of 70 to be fitted on gable ends at an elevated position. If their ecology consultant is unfamiliar with the bricks or their optimum positioning, then the club can advise.

15. NHS

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

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

In calculating developer contributions, we use the Premises Maxima guidance which is available publicly. This assumes a population growth rate of 2.3 people per new dwelling and we link this increase to the nearest practice to the development, for ease of calculation. We use the NHS Property Service build cost rate of £3,000 per square metre to calculate the total financial requirement.

This reflects the current position based on information known at the time of responding. The NHS reserves the right however to review this if factors change before a final application is approved. Should you have any queries in relation to this information, please let me know

Item	Response
LA Planning References	21/1599/REM
GP Practices affected	The Dovecot Surgery The Densham Surgery
Local intelligence	These practices fall within the Stockton Primary Care Network which is at full capacity with regards to space requirements to deliver services to their patient list size. S106 funding would support creating extra capacity for them to provide appropriate services to patients
Number of Houses proposed	110

Housing impact calculation	2.3
Patient Impact (increase)	253
Maxima Multiplier	0.07
Additional m ² required (increase in list x Maxima Multiplier)	17.71 m ²
Total Proposed Contribution £ (Additional m ² x £3kpm ² , based on NHSPS build cost)	£53,130

16. Sport England

Sport England has reviewed the ball-strike risk assessment and its understanding of where a playing pitch is set out on this part of the playing field. The assessment

concludes there is no risk of ball-strike and on this basis, Sport England wishes to withdraw its objection to this application.

17. Principal Tree and Woodland Officer

I went to the site, and the original 2024 still stands as a good account of the trees as their conditions haven't changed or worsened. What has changed though is that there is profuse self seeding of small willow trees across the site, which at the moment are resembling shrubs that have populated the area quite densely. Being a fast growing species these either weren't there or were much smaller back in 2024. Square 3 (central node) The layout of public realm is much improved and provides a focal point to the development. An existing feature tree in centre of this area is to be retained. It is understood that this tree is an Ash tree, confirmation is required as to whether this tree needs to be removed due to ash die back; if this is the case a replacement tree will be required.

The ash dieback that I saw I didn't consider to be detrimental in fact the trees are proving to be quite resilient, so I don't think the tree has declined to the stage where it could not be retained as a feature and the resilience of them is promising

18. Natural England

No objection - subject to appropriate mitigation being secured. We consider that without appropriate mitigation the application would:

- have an adverse effect on the integrity of Teesmouth and Cleveland Coast Special Protection Area <https://designatedsites.naturalengland.org.uk/>.
- damage or destroy the interest features for which Teesmouth and Cleveland Coast Site of Special Scientific Interest has been notified.

In order to mitigate these adverse effects and make the development acceptable, the following mitigation options should be secured:

Conversion of 13.71ha of cereals land to 13.71ha of greenspace to secure nutrient neutrality in perpetuity.

- Submission of a Habitat Management Monitoring Plan.

We advise that an appropriate planning condition or obligation is attached to any planning permission to secure these measures.

Natural England's further advice on designated sites/landscapes and advice on other natural environment issues is set out below.

19. Lead Local Flood Authority

The applicant has provided sufficient information to satisfy the Lead Local Flood Authority that a surface water runoff solution can be achieved without increasing existing flood risk to the site or the surrounding area. However, the applicant has not provided a detailed design for the management of surface water runoff from the proposed development and this information should be secured by condition

20. Place Team

Place Development Comments

Place Development team have outlined the following combined comments for the Tithebarn Fields scheme under the application reference numbers 21/0249/REM; 21/1599/REM and 21/2130/FUL. In addition to the comments below, the applicant is advised to review the Local Design Guide SPD for further guidance on points raised.

Green space

As detailed in previous comments from the Place Development team, the nature of the SUDS mean that they will not fulfil the requirement for amenity open space within the site. Amenity open space should be delivered at a minimum of 0.6ha and deliver opportunities for kick about space. The Open Space, Recreation and Landscaping SPD calculator can be utilised to calculate the requirement of space a scheme of this scale requires, and it will be important to consider how such provision can be incorporated within the site. This is likely to require a loss of residential units, which Place Development team consider should occur within the 21/1599/REM phase easternly development parcel to improve the layout of proposed SUDs basins within a wider landscaped environment.

Placemaking

It is disappointing that placemaking features previously included within the scheme appear to be missing or lacking in detail. The applicant is advised to review the previously submitted Design Code and revise the site plan accordingly.

Further detail is required for the design of the "public square" feature. The most recent drawing pack does not indicate the detailed design of this space. Previous comments from the Place Development Team raised issue in relation to achieving a design uplift in this area including the materiality of the public square; feature buildings fronting the square as well as planting and street furniture. The site layout plan appears to propose amenity grass in this space, which is not in line with the design code for the site.

Figure 1 "square" placemaking feature.

5.3 STRATEGIC VISION & APPROACH - SQUARES



Figure 2 Visual of square from Design code document

The feature "node" point which was previously positioned in the central point of the site and incorporating a feature tree appears to have been lost in the reconfiguration of the highway's layout. Whilst the road layout has altered, the principle of a node point in this location is still required to achieve the placemaking aims for the development. As per previous comment, the applicant is advised to review the previous comments raised and revise the layout in accordance with the Design Code for the site.



Figure 3 Node point in layout

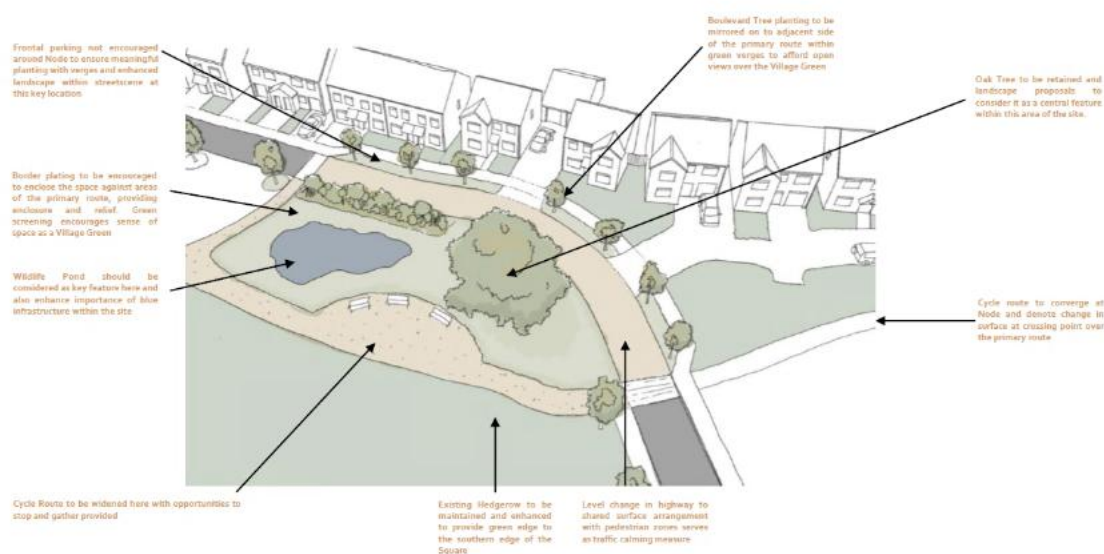


Figure 4 Node feature in Design code document

Configuration of plots

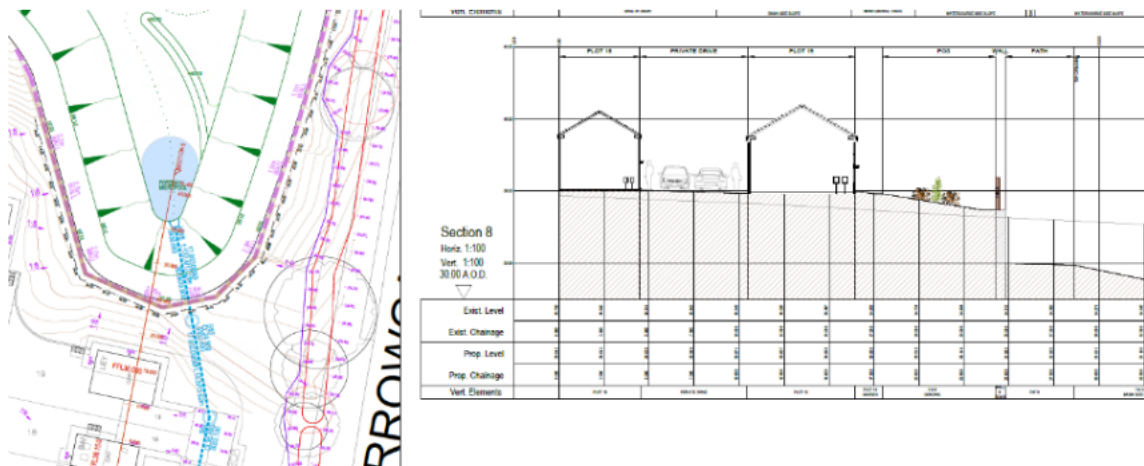
It is noted that plots 39-41 and 373-375 have been reconfigured to face outwards which is a positive improvement, however there is concern that the layout of the dwellings reduces the useability of the gardens and creates an excessive bin pull route for the middle dwelling. The applicant is advised to incorporate "corner turner" house types to improve the layout for dwellings in this location.

Retaining Structures

The SUDs basin located to the eastern edge of the site adjacent to Harrowgate lane incorporates a large retaining structure around the southern portion, above which an additional fence is included. This is less than ideal as it creates a barrier from the residential parcel to the south and reduces visual amenity into the green area. The applicant is advised to review this in conjunction with the previous comments on amenity open space and dependent on comments from the LLFA, consider alternative approaches to reduce the impact of retaining structures within open space.

It is noted that plots 39-41 and 373-375 have been reconfigured to face outwards which is a positive improvement, however there is concern that the layout of the dwellings reduces the useability of the gardens and creates an excessive bin pull route for the middle dwelling. The applicant is advised to incorporate "corner turner" house types to improve the layout for dwellings in this location.

The SUDs basin located to the eastern edge of the site adjacent to Harrowgate lane incorporates a large retaining structure around the southern portion, above which an additional fence is included. This is less than ideal as it creates a barrier from the residential parcel to the south and reduces visual amenity into the green area. The applicant is advised to review this in conjunction with the previous comments on amenity open space and dependent on comments from the LLFA, consider alternative approaches to reduce the impact of retaining structures within open space.



General Summary.

Highways Comments

The site layout is broadly in accordance with the Councils design guide and parking has been provided in accordance with SPD3: Parking Provision for Developments 2011.

22. Police

I would like to make you aware that Cleveland Police operate the “Secured by Design” initiative. This is a scheme which promotes the inclusion of architectural crime prevention measures into new projects and refurbishments. I recommend applicant actively seek Secured by Design accreditation; full information is available within the SBD Residential Guide 2025 Guide at www.securedbydesign.com

I encourage contact from applicant/agent at earliest opportunity, if SBD Certification is not achievable you may incorporate some of the measures to reduce the opportunities for crime and an-social behaviour.

Once a development has been completed the main opportunity to design out crime has gone. The local Designing Out Crime Officer should be contacted at the earliest opportunity, prior to submission and preferably at the design stage.

23. Chief Fire Officer (Cleveland Fire Brigade)

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

It should be confirmed that 'shared driveways' and 'emergency turning head' areas meet the minimum carrying capacity requirements as per ADB Vol 1, Section B5: Table 13.1, and in line with the advice provided regarding the CARP, below.

Plots 18 - 20, 21 - 24, 30 - 34, 133 - 136, 183 - 186, 204 - 206 and 207 - 209 will need to meet the requirements as stated above.

Access and Water Supplies should meet the requirements as set out in Approved Document B, Volume 1: 2019, Section B5 for Dwellings.

It should be noted that Cleveland Fire Brigade now utilise a Magirus Multistar Combined Aerial Rescue Pump (CARP) which has a vehicle weight of 17.5 tonnes. This is greater than the specified weight in AD B Vol 1 Section B5 Table 13.1.

Further comments may be made through the Building Regulations consultation process as required.

24. Tees Archaeology

The site has already been subject to archaeological evaluation and was determined to be of low potential. No further archaeological work is required.

25. Northern Gas Networks

Northern Gas Networks has no objections to these proposals

26. NWL

We would have no issues to raise with the above application, provided the application is approved and carried out within strict accordance with the submitted document entitled "Drainage Strategy and Suds Report". In this document it states the foul flows shall discharge to the combined sewer at manhole 2601, whilst the surface water flows shall discharge to the surface water sewer at manhole 1601 at a restricted rate of 12l/sec for phases 4 and 5 or 20l/sec if phase 6 is granted planning permission.

We would therefore request that the Drainage Strategy and Suds Report form part of the approved documents as part of any planning approval and the development to be implemented in accordance with this document.

27. Ineos Manufacturing Scotland

Please note the planning application above will not affect SABIC/INEOS high pressure ethylene pipeline apparatus.

28. Environment Agency

No objection

29. Environmental Health

I have read the submitted Noise Report (4th June 2021) and note that an assessment of low frequency noise has been undertaken. I am satisfied with the conclusion that there will be no impact from the nearby National Grid upon the

development. I am satisfied with the method of assessment and the proposed mitigations to ensure external amenity noise levels are achieved to the garden plots nearest to Harrowgate Lane which are affected by traffic noise. I would request further information is submitted regarding the management of noise and dust during the construction period, to include the hours of operation and whether there is any proposed piling of foundations. As such, I would recommend the following conditions are imposed;

Publicity

30. Neighbours were notified by individual letters and wider publicity has been given via press advert and site notice. Eight letters of objection have been received. A summary has been provided below;
- Concerns regarding increased traffic congestion on Harrowgate Lane and the surrounding road network, particularly at peak times, with existing congestion already causing significant delays.
 - Concerns that existing highway infrastructure is insufficient to accommodate further housing growth, with particular reference to limited access and egress points serving existing residential areas.
 - Concerns that additional development would exacerbate rat-running through Bishopsgarth and Hardwick and could impede emergency vehicle access, including routes to North Tees Hospital.
 - Concerns regarding increased pressure on local services and infrastructure, including schools, GP surgeries, dental practices and hospital services, which are perceived to be operating at or near capacity.
 - Concerns regarding flood risk, drainage issues and the loss of permeable agricultural land, with residents citing historic flooding events and fears that development would worsen surface water runoff.
 - Objections to the loss of countryside, agricultural land, open space, trees, greenery and wildlife habitat associated with the proposed development.
 - Concerns regarding the environmental impacts of the development, including increased noise, air pollution and disturbance arising from additional vehicle movements.
 - Concerns regarding residential amenity impacts, including loss of privacy, loss of daylight and sunlight, and increased noise for neighbouring properties.
 - Concerns that the cumulative scale of housing growth in the western part of Stockton has resulted in overdevelopment without corresponding infrastructure improvements.
 - Concerns that further development could adversely affect the character of the area and the quality of life enjoyed by existing residents.

Planning Policy Considerations

31. Where an adopted or approved development plan contains relevant policies, Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that an application for planning permissions shall be determined in accordance with the Development Plan(s) for the area, unless material considerations indicate otherwise. In this case the relevant Development Plan is the Stockton on Tees Borough Council Local Plan 2019.
32. 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

33. The purpose of the planning system is to contribute to the achievement of sustainable development, by managing the use and development of land in the long-term public interest. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs. 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 (paragraph 17).

Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. The national decision-making policies in the Framework are a material consideration in making decisions and should be read alongside the policies in the development plan.

Planning decisions must also reflect relevant international obligations and statutory requirements, as must the preparation of development plans

The national decision-making policies should be read as a whole (including relevant footnotes and annexes). Some of these policies indicate how much weight the government would expect a particular consideration to be given, including cases where it is appropriate to give substantial weight to certain benefits, and the limited circumstances in which it is expected that permission would be refused.

The relevant policies are considered throughout the report.

DM3, DM5, DM6, DM7 and DM10 – Decision Making Policies
S3 and S4, Achieving Sustainable Development
CC2 and CC3 Meeting the challenge of climate change
H05, H07, H08, and H013 Delivering a sufficient supply of homes
L2 and L3 Making effective use of land
DP2, DP3 and DP4 Achieving well designed places
TR4, TR6, - 8 Promoting sustainable Transport
P2, P3 and P5 Pollution, public protection and security
F4, F7 and F8 Managing Flood risk and coastal change
N2, N3 and N6 Conserving and enhancing the natural environment
HE5 Conserving and enhancing the historic environment

Local Planning Policy

34. 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 2 (SD2) - Strategic Development Needs

2. To meet the housing requirement of 10,150 new homes over the plan period a minimum of:

a. 720 dwellings (net) will be delivered per annum from 2017/18 to 2021/22.

b. 655 dwellings (net) will be delivered per annum from 2022/23 to 2031/32.

3. The Strategic Housing Market Assessment for Stockton-on-Tees Borough identifies that there are specific needs with regard to housing type and tenure. This includes delivering homes to meet the needs of the ageing population.

Other Development Needs

7. Where other needs are identified, new developments will be encouraged to meet that need in the most sustainable locations having regard to relevant policies within the Local Plan.

Strategic Development Strategy Policy 3 (SD3) - Housing Strategy

1. The housing requirement of the Borough will be met through the provision of sufficient

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

2. The following are priorities for the Council:

a. Delivering a range and type of housing appropriate to needs and addressing shortfalls in provision; this includes the provision of housing to meet the needs of the ageing population and those with specific needs.

b. Providing accommodation that is affordable.

c. Providing opportunities for custom, self-build and small and medium sized house builders.

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

c. Creating a Sustainable Urban Extension to West Stockton.

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

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

1. Conserve and enhance the natural, built and historic environment through a variety of methods including:
 - a) Ensuring that development proposals adhere to the sustainable design principles identified within Policy SD8.
 - c) Protecting and enhancing green infrastructure networks and assets, alongside the preservation, restoration and re-creation of priority habitats, ecological networks and the protection and recovery of priority species.
 - j) Ensuring development proposals are responsive to the landscape, mitigating their visual impact where necessary. Developments will not be permitted where they would lead to unacceptable impacts on the character and distinctiveness of the Borough's landscape unless the benefits of the development clearly outweigh any harm. Wherever possible, developments should include measures to enhance, restore and create special features of the landscape.
 - l) Preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of ground, air, water, light or noise pollution or land instability. Wherever possible proposals should seek to improve ground, air and water quality.
 - m) Encouraging the reduction, reuse and recycling of waste, and the use of locally sourced materials.
2. Meet the challenge of climate change, flooding and coastal change through a variety of methods including
 - a. Directing development in accordance with Policies SD3 and SD4.
 - b. Delivering an effective and efficient sustainable transport network to deliver genuine alternatives to the private car.
 - c. Supporting sustainable water management within development proposals.
 - d. Directing new development towards areas of low flood risk (Flood Zone 1), ensuring flood risk is not increased elsewhere, and working with developers and partners to reduce flood risk.
 - e. Ensuring development takes into account the risks and opportunities associated with future changes to the climate and are adaptable to changing social, technological and economic conditions such as incorporating suitable and effective climate change adaptation principles.
 - f. Ensuring development minimises the effects of climate change and encourage new development to meet the highest feasible environmental standards.
 - g. Supporting and encouraging sensitive energy efficiency improvements to existing buildings.
 - h. Supporting proposals for renewable and low carbon energy schemes including the generation and supply of decentralised energy.
3. Conserve and enhance the historic environment through a variety of methods including:
 - a. Celebrating, promoting and enabling access, where appropriate, to the historic environment.
 - b. Ensuring monitoring of the historic environment is regularly undertaken.
 - c. Intervening to enhance the historic environment especially where heritage assets are identified as being at risk.
 - d. Supporting proposals which positively respond to and enhance heritage assets.
 - e. Recognising the area's industrial heritage, including early history, railway and engineering heritage and the area's World War II contribution.

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.

4. To ensure residents needs for community infrastructure are met, where the requirement is fully justified and necessary, the Council will support planning applications which:

- a. Provide for the expansion and delivery of education and training facilities.
- b. Provide and improve health facilities.
- c. Provide opportunities to widen the Borough's cultural, sport, recreation and leisure offer.

5. Proposals will be encouraged where they provide for the expansion of communications networks, including telecommunications and high speed broadband; especially where this addresses gaps in coverage.

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/or
- b. 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.

Housing Policy 1 (H1) - Housing Commitments and Allocations

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

c. West Stockton Sustainable Urban Extension.

The total number of dwellings set out in this policy is not the same as the housing requirement. This is because some commitments have already delivered a proportion of the dwelling numbers identified and some sites will likely deliver dwellings beyond the plan period, after 2032.

West Stockton Sustainable Urban Extension

6. Land is allocated and land reserved for the following number of dwellings at West Stockton Sustainable Urban Extension (SUE):

Site Location/Name Area (ha) Total Dwellings (approx)

a. West Stockton SUE 'Allocated Land' 115.2 2,150

b. West Stockton SUE 'Reserve Land' 19.6 400

7. Further policy regarding the West Stockton SUE is provided within Policy H2.

10. Indicative mapping identifying potential access arrangements as well as possible areas of open space and green infrastructure have been prepared for a selected range of allocations where additional guidance could benefit future delivery.

Housing Policy 2 (H2) - West Stockton Sustainable Urban Extension

The West Stockton Sustainable Urban Extension covers approximately 135 ha of land and is allocated for the development of approximately 2,550 new homes. Development will be guided by the Yarm Back Lane and Harrowgate Lane Masterplan, including the indicative Strategic Framework Plan, to provide:

1. Approximately 2,550 new homes (including 2,150 homes on allocated land and 400 homes on the 'reserve land').
 2. A new primary school at the northern end of the Yarm Back Lane component of the SUE.
 3. A community hub, comprising a shopping parade and community centre at the southern end of the Harrowgate Lane component of the SUE subject to the requirements of Policies SD6(3) and EG6(2).
 4. Highway junction improvements at the following locations:
 - a. Elton Interchange.
 - b. Darlington Back Lane and Yarm Back Lane.
 - c. Horse and Jockey Roundabout (Durham Road, Junction Road and Harrowgate Lane).
 - d. Harrowgate Lane and Leam Lane.
 5. A range of homes including affordable housing in accordance with Policy H4.
 6. Green infrastructure and open space in accordance with ENV6.
 7. A scheme with its own identity, informed by Design Codes for each Development Zone, detailing important design elements to ensure a consistent approach to quality standards.
 8. A clearly defined street hierarchy and accessible, convenient and safe routes for pedestrians, cyclists and other users; this will include:
 - a. Improved linkages to the existing settlement.
 - b. Linkages to and enhancements of Castle Eden Walkway.
 - c. The provision of routes for north-south movement within and along the western extent of the site.
 - d. Improved connectivity along Harrowgate Lane.
 9. A layout which facilitates delivery of the 'reserve land' allowing it to integrate into the wider street hierarchy, accessible routes and green infrastructure.
 10. A scheme which avoids unacceptable harm to and maximises possible enhancements to the significance of heritage assets.
- Each phase of development or proposals for each Development Zone as illustrated on Figure 14, must contribute equitably to the delivery of the SUE including all necessary services, facilities and planning obligations. On the allocated land, one planning application will be supported per Development Zone unless it can be demonstrated that shared infrastructure can be delivered by an alternative method that will not prejudice the delivery of the SUE.

11. All development proposals must be planned and implemented in a coordinated manner in accordance with an agreed phasing and delivery schedule for each phase or Development Zone which shall provide for:
 - a. An equal distribution of the 2,150 new homes on the allocated land based on the land area of each application;
 - b. Contributions towards shared infrastructure on a proportionate basis per new dwelling proposed; and
 - c. Where it is necessary for individual applications to provide increased contributions to frontload the delivery of infrastructure, a mechanism to ensure that contributions are recouped from later phases of development to ensure each application has contributed proportionately to the delivery of the SUE.
12. Development proposals which come forward prior to, or without an agreed phasing and

delivery schedule for each phase or Development Zone will be refused.

13. Until significant improvements have been made to Elton Interchange (above those identified in point 4 above):

- a. no residential development will be permitted on the 'reserve land'; and
- b. the number of new homes on allocated land will be restricted to 2,150 unless it can be demonstrated in highway terms that additional homes can be provided without prejudicing the ability for the wider allocated land to deliver homes in accordance with the equal distribution detailed within point 11(a) of this policy.

14. Any proposals for residential development on the 'reserve land', or additional dwellings on the allocated land, must accord with other Local Plan Policies and demonstrate that the development can be accommodated without prejudicing the safe and efficient operation of the highway network or the equitable delivery of the SUE.

Housing Policy 4 (H4) - Meeting Housing Needs

1. Sustainable residential communities will be created by requiring developers to provide a mix and balance of good quality housing of appropriate sizes, types and tenures which reflects local needs and demand, having regard to the Strategic Housing Market Assessment, its successor documents or appropriate supporting documents.

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

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

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

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

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

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

9. To ensure that homes provide quality living environments for residents both now and in the future and to help deliver sustainable communities, from the 1st April 2019 the following Optional Standards will apply, subject to consideration of site suitability, the feasibility of meeting the standards (taking into account the size, location and type of dwellings proposed) and site viability:

- a. 50% of new homes to meet Building Regulation M4 (2) "Category 2 - accessible and adaptable dwellings".
- b. 8% of new dwellings to meet Building Regulation M4(3) "Category 3 - Wheelchair User Dwellings". Where the local authority is responsible for allocating or nominating a person to live in that dwelling, homes should meet building regulation M4 (3) (2) (b). When providing for wheelchair user housing, early discussion with the Council is required to obtain the most up-to_date information on specific need in the local area.

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.
 2. A comprehensive, integrated and efficient public transport network will be delivered by:
 - a. Retaining essential infrastructure that will facilitate sustainable passenger movements by bus, rail and water;
 - b. Supporting proposals for the provision of infrastructure which will improve the operation, punctuality and reliability of public transport services;
 - d. Improving public transport interchanges to allow integration between different modes of transport;
 - e. Working with public transport operators to maintain and enhance provision wherever possible;
 - f. Working with partners to promote the provision of accessible transport options for persons with reduced mobility; and
 3. Accessible, convenient, and safe routes for pedestrians, cyclists and other users will be delivered by:
 - a. Improving, extending and linking the Borough's strategic and local network of footpaths, bridleways and cycleways; and
 - b. Improving the public realm and implementing streetscape improvements to ensure they provide a safe and inviting environment.
 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:
 - c. Cycleway/footway to the north of Mill Lane, Long Newton;
 - d. Cycleway/footway from Elton Interchange to Durham Lane Industrial Estate;
- #### 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).
 - b. Local road network:
 - i. Junctions associated with the West Stockton Sustainable Urban Extension;

1. Darlington Back Lane and Yarm Back Lane junction.
 2. Horse and Jockey Roundabout (Durham Road, Junction Road and Harrowgate Lane).
 3. Harrowgate Lane and Leam Lane.
 - ii. Junction of A1027, Junction Road and Norton High Street, Stockton; and
 - iii. Junction of Durham Road, A1027 and Bishopton Avenue, Stockton.
 - iv. A689 at Wynyard:
 8. The Council and its partners will support the development of the Key Route Network which through continual assessment of the strategic and local road network, will help identify and ensure appropriate improvements are delivered.
- 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 2 (TI2) - Community Infrastructure

1. There is a need to ensure that community infrastructure is delivered and protected to meet the needs of the growing population within the Borough. To ensure community infrastructure meets the education, cultural, social, leisure/recreation and health needs of all sections of the local community, the Council will:
 - a. Protect, maintain and improve existing community infrastructure where appropriate and practicable;
 - b. Work with partners to ensure existing deficiencies are addressed; and

- c. Require the provision of new community infrastructure alongside new development in accordance with Policy SD7.
- 4. To ensure needs for community infrastructure are met, the Council will:
 - a. Support opportunities to widen the cultural, sport, recreation and leisure offer;
 - b. Support proposals of education, training and health care providers to meet the needs of communities;
 - c. Encourage the multi-purpose use of facilities to provide a range of services and facilities within one accessible location;
- 5. Community Infrastructure is to be delivered alongside residential development at the West Stockton Sustainable Urban Extension and Wynyard Sustainable Settlement in accordance with Policies H2 and H3 to ensure the creation of sustainable communities.

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.
- 4. When considering applications for telecommunications development, the Council will have regard to the operational requirements of communications networks and the technical limitations of the technology.
- 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.
- 8. Taking into consideration viability, the Council require developers of new homes, employment or main town centre uses to deliver, as a minimum, on-site infrastructure including open access ducting to industry standards, to enable new premises and homes to be directly served by local fibre and internet connectivity. This on-site infrastructure should be provided from homes and premises to the public highway or other location justified as part of the planning application. Where possible, viable and desirable, the provision of additional ducting will be supported where it allows the expansion of the network.

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

Non domestic

4. All new non-residential developments up to and including 499 sq m of gross floor space will be completed to a Building Research Establishment Environmental Assessment Method (BREEAM) minimum rating of 'very good' (or any future national equivalent).

5. All new non-residential developments of 500 sqm and above of gross floor space will be required to:

- a. Submit an energy statement demonstrating how the energy hierarchy has been applied to make the fullest contribution to CO2 reduction; and
- b. Be completed to a Building Research Establishment Environmental Assessment Method (BREEAM) minimum rating of 'very good' (or any future national equivalent).

Natural, Built and Historic Environment Policy 2 (ENV2) - Renewable and Low Carbon Energy Generation

1. Development proposals will be supported where renewable energy measures are considered from the outset, including incorporating small-scale renewable and low carbon energy generation into the design of new developments where appropriate, feasible and viable, and where there would be no unacceptable adverse effects on landscape, ecology, heritage assets and amenity.

The Council encourages and supports:

- a. The local production of energy from renewable and low carbon sources to help to reduce carbon emissions and contribute towards the achievement of renewable energy targets; and
- b. Community energy schemes that reduce, manage and generate energy to bring benefits to the local community.

Natural, Built and Historic Environment Policy 3 (ENV3) - Decentralised Energy Generation and Supply

1. The Council will promote and support decentralised energy such as District Heat and Power Networks by:

- a. Working with local partner organisations and developers to implement decentralised energy networks in Stockton-on-Tees Borough in line with the District Energy Masterplan;
- b. Requiring any developments with the potential to produce waste heat (such as power generation, energy from waste or chemical processing) to be CHP ready so that heat can be supplied into new or existing networks;

- c. Identifying and safeguarding potential network routes; and
 - d. Requiring all major developments to assess the feasibility of connecting to an existing decentralised energy network, or where this is not possible, assess the feasibility of establishing a new network or future proofing energy infrastructure to make future connection feasible.
2. The Council will require all major development to investigate the use of decentralised energy networks for heat and power as part of the feasibility assessment and energy statement.

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.
- 2. Development on land in Flood Zones 2 or 3 will only be permitted following:
 - a. The successful completion of the Sequential and Exception Tests (where required); and
 - b. A site specific flood risk assessment, demonstrating development will be safe over the lifetime of the development, including access and egress, without increasing flood risk elsewhere and where possible reducing flood risk overall.
- 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. 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).

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.
4. The loss of a heritage asset, in whole or part, will not be permitted unless the Council are satisfied that reasonable steps to ensure new development will proceed after loss has occurred.
5. Where the significance of a heritage asset is lost (wholly or in part) the Council will require developers to record and advance the understanding of the significance of the heritage asset in a manner proportionate to the importance of the asset and impact of the proposal. Recording will be required before development commences.
6. The following are designated heritage assets:
 - a. Scheduled Monuments - Castle Hill; St. Thomas a Becket's Church, Grindon; Barwick Medieval Village; Round Hill Castle Mound and Bailey; Larberry Pastures Settlement Site;
Newsham Deserted Medieval Village; Stockton Market Cross and Yarm Bridge
 - b. Registered Parks and Gardens - Ropner Park and Wynyard Park
 - c. Conservation Areas - Billingham Green; Bute Street; Cowpen Bewley; Eaglescliffe with Preston; Egglescliffe, Hartburn; Norton; Stockton Town Centre; Thornaby Green; Wolviston and Yarm
 - d. Listed Buildings
10. Non-designated heritage assets of archaeological interest that are demonstrably of equivalent significance to scheduled monuments, should be considered subject to policies for designated heritage assets.
11. Where archaeological remains survive, whether designated or not, there will be a presumption in favour of their preservation in-situ. The more significant the remains, the greater the presumption will be in favour of this. The necessity for preservation in-situ will result from desk-based assessment and, where necessary, field evaluation. Where in-situ preservation is not essential or feasible, a programme of archaeological works aimed at achieving preservation by record will be required.
12. Any reports prepared as part of a development scheme will be submitted for inclusion on the Historic Environment Record.

Material Planning Considerations

35. The main considerations of this application relate to the principle of development/compliance with planning policies and the associated impacts on the character of the area, landscaping, amenity, flood risk, highway safety, ecology, impact on heritage assets and other environmental matters.

Principle of Development

36. The National Planning Policy Framework (2026) sets out that the planning system should contribute towards the delivery of sustainable development which is outlined as meaning “meeting the needs of the present without compromising the ability of future generations to meet their own needs”. Achieving sustainable development also means that the planning system has three overarching objectives, which are economic, social and environmental and that at the heart of the National Planning Policy Framework is a presumption of sustainable development.
37. With regards to the policies of the Local Plan, Policy SD2 identifies a housing requirement of 10,150 dwellings across the plan period of 2017/18 to 2031/32. Policy H1 sets out the housing allocations and commitments across the plan period with the application site forming part of that allocation under H1 6(a).
38. Policy H2 providing specific detail on the West Stockton Sustainable Urban Extension (WSSUE) which allocates approximately 135 hectares for the development of approximately 2,550 new homes (400 of which would be on reserved land). The wider extension should also include a new primary school; a community hub (including shopping parade and community centre); a series of highway improvements and pedestrian/cycleway connections including those to the Castle Eden Walkway.
39. As detailed above, the application site forms part of the West Stockton SUE and is a key part of the Boroughs housing delivery across the Local Plan (as detailed in policies H1 and H2), providing 2,150 homes on allocated land of which the application site forms part of. Along with housing delivery at Wynyard, the SUE is therefore one of the key strategic sites for housing delivery under the current local plan.
40. This application proposes to deliver 110 of the proposed 394 units across the detailed and reserved matters applications which is considered to bring forward the benefits of delivering part of the housing requirement and contributing towards the delivery of the Council’s 5 year housing supply.
41. Subject to consideration of site suitability, the feasibility of meeting the standards and site viability, Policy H4 requires 50% of new homes to meet Building Regulation M4(2) “Category 2 – accessible and adaptable dwellings” and 8% of new dwellings to meet Building Regulation M4(3) “Category 3 – Wheelchair User Dwellings”. In this instance due to the parent permission predating adoption of the Local Plan, the reserved matters applications are not subject to these requirements. However, the applicant has confirmed that whilst none of the dwellings would meet M4(3) 118 M4(2) compliant plots (30%) would be delivered across the site. This is significantly above the 27 that would be needed to satisfy the 50% associated with the full application, which seeks permission for 54 plots. This would provide a significant

degree of over provision across the development as a whole. Considering the overall balance between the optional standards and the delivery of affordable homes, it is considered that in this instance the scheme as proposed is acceptable.

42. The proposed layout and associated land take are broadly consistent with the housing allocation of the WSSUE and associated masterplan, the proposals are considered to be in accordance with the requirements of policy H2 of the adopted Stockton on Tees Local Plan

Affordable Housing

43. The onsite provision of 12 affordable homes have already been secured through the parent permission S106

Education

44. Contributions to education have already been secured through the parent permission S106.

Health Provision

45. The NHS comments are noted as this is a reserved matters application we are unable to seek the requested financial contribution

Economic/Social Benefits

46. In addition, and as with all significant housing schemes they offer significant benefits through the provision of new housing and affordable housing. In addition, they support the growth of the economy through job creation both on site and within the supply chain during the construction period.
47. Additionally, the Heads of Terms within the Section 106 Agreement secure a Local Labour Agreement, which will require that 10% of the workforce is employed from the local area and that materials are sourced locally where possible.

Sustainability

48. The application site lies within the limits to development where development should generally be directed and given the location of the site adjacent to the urban area which has relatively accessible transport and footpath links, the site itself could be considered sustainable.
49. It is considered that the site is a sustainable development and the presumption in the NPPF that planning should operate to encourage and not act as an impediment to sustainable growth must be applied. Significant weight is required to be placed on the need to support economic growth through the planning system.
50. It is recognised that a benefit of the proposed development would boost the boroughs 5 year housing land supply providing both social and economic benefits. Furthermore, the development would provide a number of jobs in the construction industry and supply chain in the short term and such benefits are consistent with the NPPF.
51. This application is for the reserved matters of a site which benefits from outline permission on an allocated site within the limits of development. The principle of development is there accepted; the material considerations are considered in turn below;

Character and Appearance

52. The application site lies within the settlement boundary and is therefore assessed against DP1 to DP4 of the National Planning Policy Framework (2026). These policies establish that decisions should be taken in accordance with the development plan, while applying the presumption in favour of sustainable development.
53. Policy SD8 of the Local Plan reflects those policies of the NPPF seeking to achieve high design standards. Additionally, the Yarm Back Lane and Harrogate Lane masterplan also sets out a strategic framework for delivery which include a number of key design requirements when considering the overall approach taken by a development proposal. While the Stockton on Tees Local Design Guide SPD also promotes placemaking, good design and delivering high quality environment to live, work, play and learn in.
54. As set out within the parent permission, the site is situated towards the northern end of the Harrogate Lane in Zone C of the WSSUE. Within the surrounding area there are a mix of properties, Zone A which has secured permission the north has a mix of dwellings sizes and styles although mainly consist of 2 and 2.5 storey dwelling. The residential properties to the east form the south-western edge of Hardwick and northern parcel of the Bishopsgarth estate. These properties are two storey and consist of a mix of materials including a variety of brickwork colours, elements of render and hanging tiles.
55. The proposed housing layout incorporates a range of dwellings which are two storey and two and a half storey in scale and would therefore be appropriate within the surrounding setting. The house types indicate a mix of two, three and four bedroomed properties over a mix of small terraces, semi-detached and detached dwellings and with a mix of tenure types. The general layout is considered to be appropriate within the overall context of not only the wider application site but the surrounding area, and approved developments to the north. The streets are considered to have a good level of frontage and areas of public amenity spaces, have a good degree of natural surveillance to provide active frontages, sense of place and a safe environment. All materials are to be secured through condition.
56. With regards to the requirements of DP3 (1) of the NPPF the overall layout and density of the proposed development is such that, notwithstanding the proposed uplift of housing numbers, it is considered to be broadly in accordance with the overall character of this part of the WSSUE character, especially the approved development to the north and would represent efficient use of the site. The density of the site is considered to be largely compliant with NPPF policies L2 and L3.
57. Whilst the place team comments are noted it is considered that the revised plans have gone a long way to address the initial comments, subject to the recommended conditions. Furthermore, consideration has been given to the development to the north.
58. It is considered that whilst relatively high density, subject to condition securing the final details, the scheme has managed to incorporate meaningful landscaping through and around the development, including blue green corridors in compliance with the masterplan and the formation of nodes and feature squares. Whilst the areas are indicated on the plan, full details have not been provided and therefore

further conditions are required to secure the detailed design. This is considered to be in accordance with N3 (trees in new development).

59. The Principal Tree Protection Officer has reviewed the condition of the trees August 2026 and confirmed that the submitted tree reports provide a good account of the trees as their conditions have not changed or worsened. With respect to the tree referred to in the Place teams comments he has concluded that the ash dieback is not considered to be detrimental, in fact the trees are proving to be quite resilient, the ash tree has not declined to the stage which would prevent it from being retained as a feature. The resilience of them is considered to be promising
60. As set out the proposed overall development site has, in accordance with the masterplan incorporated the de culverting of the watercourse enabling the incorporation of the blue/ green corridor. Whilst the scheme, subject to conditions would provide high value amenity space and landscaping, it would not provide onside meaningful public open space. However, in considering the aforementioned and the existing and proposed connectivity to open space to the north and east of the site, an of site contribution to open space provision is deemed to be considered appropriate and would be secured via 21/2130/FUL S106, as detailed within the Hot's.
61. Overall, subject to the recommended conditions securing the details of the soft and hard landscaping, as well as materials, it is considered that the proposed development would largely comply with the aims of local and national planning policy.

Residential Amenity

62. Policy SD8 of the adopted Local Plan seeks to ensure that development proposals are designed to the highest possible standards by ensuring that new development are appropriately laid out, ensure adequate separation and provide privacy and amenity of all existing and future occupants.
63. In terms of the internal relationships between proposed properties, the layout and spacing of properties within the site are considered to be acceptable to provide sufficient levels of privacy and amenity between properties. In the few areas where separation distances are not met, the level of amenity for those occupiers are considered to be acceptable given the orientation of the properties, angles between habitable room windows, overall siting and nature of the rooms within close proximity to one another. This includes the relationship with the full permission and the school to the north.
64. Planning conditions are secured through the parent permission and through this permission with regards to a number of matters including finished site levels and means of enclosure. In addition, the removal of permitted development rights for extensions and alterations is also recommended to protect future levels of residential amenity for the life of the development given the overall relationship between the properties within the proposed layout.
65. To the western boundary is an approved solar farm, ref 22/1511/FUL during the course of determining that application consideration was given to the potential impact on future occupier's amenity of this allocated site. It was concluded that;
66. The results of the analysis have shown that reflections from the proposed development are geometrically possible towards the majority of the proposed dwelling receptors, however there is no significant impact upon nearby proposed

dwelling due to existing screening blocking the views of the proposed development and the presence of other mitigating factors. Therefore, no mitigation is required.

67. Whilst the impact was considered that was done principally at ground floor. Due to the orientation of the proposed dwellings plots 332- 327 and 342- 349 rear elevations would front onto the solar farm. Whilst views at ground floor would largely be screened by the existing boundary treatment, the first-floor windows, which principally serves bedrooms/ bathrooms would provide views over the solar farm. The loss of a view is not a material consideration. However, due to the existing boundary treatment, orientation of the panels and the separation distances, it is not considered that the panels would give rise to a demonstrable adverse impact on future occupier's amenity with respect of glint and glare to such a degree that a reason for refusal could be sustained. It is of note that no objection has been received from the EHU officers with respect to either glint and glare or noise from the associated solar farm infrastructure.
68. No objection has been received in terms of the layout from National Grid and no objection has been received from the Council EHU in terms of noise from either the overhead lines or adjacent land uses. The parent permission was supported with a Noise Assessment and necessary conditions imposed. Concerns have also been raised regarding air quality, EHU have considered the application and have raised no objection. The outline planning permission imposed a number of conditions with which this reserved matters application must comply.
69. The objections from residents to the east of the site are noted with regards to loss of light and privacy, however due to the separation distance and physical separation created by the highways it is not considered that the proposed development would have an adverse impact on the occupiers of these existing properties.
70. Overall subject to the recommended conditions the proposed development is considered to provide all future occupiers with an acceptable level of amenity whilst safeguarding the amenity of the existing land uses.

Highways and Transport

71. TR6 (4) of the NPPF is clear that development should be refused if they would have a severe adverse impact on the transport network (in terms of capacity and congestion, including cumulative impacts), or an unacceptable impact on highway safety; taking into account any mitigation measures proposed as well as any wider network improvements, including measures to support sustainable patterns of movement. This applies both during the construction phase and following completion.
72. Concern has been raised by the objectors in relation to the wider traffic implication of the development. However, as set out above the principle of the development including the assessment of the wider impact on the highways network have been considered within the parent permission. National Highways have confirmed they have no objection to the increased capacity over the original outline permission.
73. In terms of the access and internal highway and parking arrangements, the Highways Transport and Design Manager has reviewed the proposed development and following receipt of the revised plans, has raised no objection to the proposed development.

74. Following submission of the development to the north revised plans were received to enable connectivity of the north south cycleway, in accordance with the masterplan'

Flood Risk and Surface Water

75. The applicant has submitted a flood risk assessment, drainage strategy and are providing a SUD pond to serve the wider development. The proposed residential development which is classified as 'more vulnerable' is located within flood zone 1, therefore, the development is suitable within the identified flood zones in accordance with NPPF. Objectors have raised concerns in relation to surface water and flood risk.
76. During the course of the application various plans/ reports were withdrawn and resubmitted, the LLFA have been consulted and are satisfied that notwithstanding the submitted details that an acceptable strategy can be implemented on the site, subject to the recommended conditions. They have therefore raised no objection to the proposed development.
77. Northumbrian Water have raised no objection and neither has the Environment Agency

Ecology

78. Concern has been raised by objectors over the displacement and impact on wildlife. The Ecological Appraisal submitted in support of the application was updated in April 2024. Due to the potential for works to commence in excess of 3 years from the date of this survey, a condition requiring a walkover survey be carried out prior to each stage of the development, to ensure that there has been no ecological or biodiversity change which would require different mitigation those proposed.
79. A further condition has been recommended to secure any tree to be felled is subject to a climb and inspect survey. In addition to conditions regrading illumination and adaptations to boundary fences to facilitate the movement of hedgehogs in line with the guidance produced by the British Hedgehog Preservation Society. It is also proposed to condition a Construction Environment Management Plan, to safeguard wildlife during the construction phase.
80. The application was submitted prior to Biodiversity Net Gain and therefor the application is not subject to this under the Habitat Regulations however there is still a requirement under the Local Plan Policy ENV5 for development proposals to achieve net gains in biodiversity wherever possible. The Site has the capacity to enable the retention of a number of existing landscape feature, such a hedgerows and trees which provide a valued habit for a number of key species, as well as providing some biodiversity gains. Therefore, notwithstanding the recommendations within the submitted reports a condition is required for a biodiversity protection and gains plan to be submitted detailing how this has informed and will be integrated into the detailed landscape proposals.

Nutrient Neutrality

81. Following the deferral of the application in March 2025, the applicant sought to address the concerns raised by Natural England regarding nutrient neutrality.
82. This resulted in a revised mitigation strategy, whereby the applicant proposes to secure private nutrient credits to offset the development's impact on the Teesmouth and Cleveland Coast Special Protection Area (SPA) and Ramsar site.

83. Consequently, an updated Habitats Regulations Assessment (HRA), including an Appropriate Assessment, was undertaken. Natural England was consulted on the revised assessment and the proposed mitigation strategy and subsequently confirmed that it was satisfied with the submitted information.
84. In light of the revised mitigation approach and Natural England's response, officers are satisfied that the proposal would not adversely affect the integrity of the Teesmouth and Cleveland Coast SPA/Ramsar site. The application is therefore considered to satisfactorily address the nutrient neutrality requirements arising from the increase in nitrogen associated with the development.

Crime and Disorder

85. 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.
86. The development is relying on the proposed layout allows for natural surveillance of the public square. The comments from the Designing out Crime Officer have been noted. It is considered that a number of the recommended measures would be achievable within the site and therefore a suitably worded informative has been recommended. Subject to the recommended informative it is not considered that the proposals would give rise to crime and disorder.

Low Carbon

87. The comments from CPRE are noted and in accordance with the requirements of Policy ENV1 major residential development should achieve a 10% reduction of total predicted energy requirements. A condition is recommended to ensure these details are submitted

Residual matters

88. Following submission of the ball strike report, Sports England have removed their objection.
89. To ensure delivery of Zone B is not prejudiced notwithstanding the proposed plans which show a connection point, up to the red line, as set out with the Heads of Terms there will be the requirement within the S106 to make this access point available without ransom. This is to ensure the whole of the WSSUE is deliverable.
90. Concerns were raised regarding the level of public consultation undertaken. Officers are satisfied that prior to determination consultation has been carried out in accordance with the requirements of the Development Management Procedure Order (2015). The current consultation expires on 8 September 2026.
91. As with all applications reported to Planning Committee, should any representations be received after publication of the agenda, Members will be verbally updated on any new or additional material planning considerations arising from those representations that have not already been addressed within this report.

Conclusion

92. 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, flood risk, ecology 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.

93. In view of the considerations set out within this report, the application is recommended to Approved subject to Section 106.

Financial Implications

As per report

Environmental Implications

As per report

Biodiversity Net Gain

Biodiversity Net Gain is not required as the application was received prior to the regulations coming into effect.

Legal Implications

As per 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.

Human Rights Implications

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

Ward and War Councillors

Ward	Bishopsgarth And Elm Tree (Pre May 2023)
Ward Councillor	Councillor David Minchella
Ward Councillor	Councillor Hugo Stratton

Background Papers

National Planning Policy Framework
National Planning Practice Guidance
Stockton on Tees Local Plan Adopted 2019
Meeting Housing Need Adopted May 2021
Local Design Guide Adopted March 2023
Open Space, Recreation and Landscaping Supplementary Planning Document
Adopted December 2009
Parking Provision for Developments Adopted October 2011

Other relevant planning Application files

24/0336/VARY - Section 73 application to vary conditions no1 (approved plan)

14/2291/EIS - Application for outline permission for residential development (340 dwellings) including access. Approved March 2025

21/0249/REM - Reserved matters application for the appearance, landscaping, layout and scale for residential development comprising 240 dwellings for phase 1, 2 and 3. Pending

21/2130/FUL Application for the erection of 54 dwellings to include access, parking, open space and associated infrastructure. Pending

21/0250/DCH- Information to discharge condition no 6. Discharged February 2025
14/2291/EIS Application for outline permission for residential development (340 dwellings) including access. Allowed at Appeal

Name of Contact Officer: Simon Grundy

Post Title: Team Leader

Telephone number: 01642 528550

Email Address: Simon.Grundy@stockton.gov.uk









Ground Floor



First Floor



Front Elevation



Rear Elevation



Left Side Elevation

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DELEGATED

Report to Planning Committee

9 September 2026

Report of Director of Regeneration and Inclusive Growth

21/2130/FUL

Land At Harrowgate Lane, Bishopgarth, Stockton-On-Tees

Expiry Date: 15 December 2021

Extension of Time Date: 30 January 2026

Summary

The application site ("the Site") is located on the western side of Harrowgate Lane and extends to approximately 13.41 hectares. The Site has an approximately L-shaped form and is identified as Zone C within the West Stockton Sustainable Urban Extension (WSSUE).

Full planning permission is sought for the erection of 54 dwellings within the original red line boundary approved under application reference 14/2291/EIS. The proposal would increase the total number of dwellings across the Site to 394, together with associated infrastructure and landscaping.

The Site forms part of the West Stockton Strategic Urban Extension, a key housing growth area identified and allocated within the adopted Local Plan. The principle of residential development has therefore already been established and accepted through the development plan framework. Although the proposal would increase the number of dwellings delivered within this part of the WSSUE, no material planning considerations have been identified that would preclude the increase in unit numbers. The increased housing provision within the context of an allocated site is considered to represent a meaningful contribution to the Councils Housing Land Supply.

In terms of design and layout, the proposed development is considered acceptable in respect of its appearance, scale and site arrangement. Assessment of the supporting information indicates that the additional dwellings can be accommodated without giving rise to unacceptable technical impacts, including in relation to highway capacity, subject to appropriate mitigation.

Given the integrated nature of the wider development proposals across the WSSUE and in the interests of completeness, this application is being presented alongside applications 21/0249/REM and 21/1599/REM.

Subject to securing the necessary contribution and through the implementation of the recommended conditions the proposal is considered acceptable in planning terms. Members are therefore requested to support the application.

Recommendations

That members be minded to approve planning application 21/2130/FUL in accordance with the following conditions and s106 HoTs or such other conditions or HoTs as the Planning Services Manager deems necessary;

01 Time Limit

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

Reason: By virtue of the provision of Section 91 of the Town and Country Planning Act 1990 (as amended).

02 Approved Plans

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

Plan Reference Number	Date Received
ASK/END/0-002 REV A	22 April 2024
ASK/END/0-002 REV A	22 April 2024
ASK/MID/0-001 REV A	22 April 2024
ASK/MID/0-002 REV A	22 April 2024
B3/0-001 REV A	22 April 2024
B3/END/0-001 REV A	22 April 2024
B3/END/0-002 REV A	22 April 2024
BAI/0-001 REV A	24 February 2025
BAI/0-002 REV A	24 February 2025
EAS/END/0-001.5A	24 February 2025
EAS/END/0-002.5A	24 February 2025
EAS/MID/0-001.5A	24 February 2025
EAS/MID/0-002.5A	24 February 2025
SITE/SG/006A	24 February 2025
CAD/0-001 REV A	22 April 2024
CAD/0-002 REV A	22 April 2024
DAL/0-001 REV A	22 April 2024
510-001	22 April 2024
510-002	22 April 2024
510-003 -1.8M	22 April 2024
510-004 - 0.45M	22 April 2024
ASK/END/0-001 REV A	22 April 2024
DAL/0-002 REV A	22 April 2024
E2.1/END/0-001.5 REV A	22 April 2024
E2.1/END/0-002.5 REV A	22 April 2024
E2.1/MID/0-001.5 REV A	22 April 2024
E2.1/MID/0-002.5 REV A	22 April 2024
FER/END/0-001 REV B	8 November 2024
FER/END/0-002 REV A	8 November 2024
HOR/0-001 REV A	22 April 2024
HOR/0-002 REV A	22 April 2024
LEY/DET/0-001 REV A	22 April 2024
LEY/DET/0-002 REV A	22 April 2024
OAK/0-001 REV A	22 April 2024
OAK/0-002 REV A	22 April 2024
RIP/ALT/0-001.5 REV A	22 April 2024
RIP/ALT/0-002.5 REV A	22 April 2024
RIP/END/0-001.5 REV A	22 April 2024
RIP/END/0-002.5 REV A	22 April 2024
SAL/END/0-002.5 REV A	22 April 2024
WEN/0-002 A	22 April 2024

5205 - 103 A
5205 - 203 A
5205 - 253 A
5205 - NE - 460 A
5205 - 200 REV C
500 -005

8 November 2024
24 January 2025
24 January 2025
8 November 2024
16 January 2025
22 April 2024

Reason: To define the consent.

03 Walkover Survey

A maximum of three months before works commencing on site for each phase of development 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 to and approved in writing by the Local Planning Authority and any identified additional or revised mitigation measures required shall be implemented wholly in accordance with the approved details prior to the commencement of the respective phase.

Reason: To preserve, protect and enhances the biodiversity of the site in accordance with Local Plan Policy ENV5 and the NPPF

04 Mitigation Measures

All ecological mitigation/ recommendation measures within Chapter 6 of the submitted contained within the submitted Ecological Impact Assessment as received by the Local Planning Authority 8 November 2024 shall be implemented throughout the development in full accordance with the advice and recommendations.

Reason: To preserve, protect and enhances the biodiversity of the site in accordance with Local Plan Policy ENV5 and the NPPF

05 Bat Check

Prior to the felling of any trees a Climb and Inspect Assessment shall be carried out by a qualified Ecologist in conjunction with the qualified Arboriculturist to check for cavities and inspection with an endoscope or mirrors if appropriate. Works to the trees should not commence until the Inspection Report has been submitted to and agreed in writing by the Local Planning Authority. The works should then be carried out in complete conformity of the report. If any evidence of bat roosts are found works should cease immediately and a Natural England Licence sought.

Reason: In the interest of safeguarding a European Protected Species and their habitat in accordance with the Habitat Regulations and in accordance with Local Plan Policy ENV5 and the NPPF

06 Biodiversity Enhancement and Management Plan (BEMP)

Notwithstanding the proposals detailed in the respective reports, prior to the commencement of the development hereby permitted the developer shall submit to and have approved in writing by the Local Planning Authority a Biodiversity Gain Plan. The Biodiversity Gain Plan must contain, including information about the steps that will be taken to minimise the adverse effect of the development on the biodiversity of the onsite habitat and the site's pre- and post-development biodiversity value and how these gains will be incorporated within the final landscape plan as required by condition xxx. The agreed works shall be implemented in accordance with the agreed details and be retained thereafter for the lifetime of the development.

Reason: To preserve, protect and enhances the biodiversity of the site in accordance with Local Plan Policy ENV5 and the NPPF.

07 Habitat Management Monitoring Plan

No development shall commence until a Habitat Management and Monitoring Plan (HMMP) has been prepared in accordance with the approved Biodiversity Gain Plan and has been submitted to and approved in writing by the Local Planning Authority. The HMMP shall include: (a) a non-technical summary; (b) the roles and responsibilities of the people or organisation(s) delivering the HMMP; (c) the planned habitat creation and enhancement works to create or improve habitat to achieve the biodiversity net gain in accordance with the approved Biodiversity Gain Plan; (d) the management measures to maintain habitat in accordance with the approved Biodiversity Gain Plan for a period of 30 years from the practical completion of the development or the first occupation of the development, whichever is the sooner; and (e) the monitoring methodology and frequency in respect of the created or enhanced habitat to be submitted to the Local Planning Authority.

Reason: To ensure the proposed habitat creation and/or enhancements are suitably managed and monitored to ensure development delivers a biodiversity net gain in accordance with Schedule 7A of the Town and Country Planning Act 1990 and Policy 41 of the County Durham Plan and the National Planning Policy Framework.

08 Construction Environment Management Plan

Prior to the commencement of the development hereby approved, a detailed site-specific Construction Environmental Management Plan for each phase is to be submitted and agreed in writing by the Local Planning Authority. This shall include details of all proposed excavations, piling, construction, machinery used (including location) and associated mitigations should be submitted in accordance with BS 5228:1997. This should also include all measures to be undertaken to protect habitats and wildlife during the construction phase of the development identified in the submitted Ecological Impact Assessment (September 2021). Once approved the CEMP Plan shall be adhered to throughout the construction period.

Reason: In the interests of residential amenity and to protect habitats and wildlife site in accordance with Local Plan Policy ENV5 and the NPPF Mitigation Measures

09 NWL Drainage

Development shall be implemented in line with the drainage scheme contained within the submitted document entitled "Flood Risk Assessment and Surface Water Management Strategy" dated "May 2021". The drainage scheme shall ensure that foul flows discharge to the combined sewer at manhole 2601 and ensure that surface water discharges to the surface water sewer at manhole 1601. The surface water discharge rate for Phase 6 of this development shall not exceed the available capacity of 8l/sec that has been identified in this sewer. The final surface water discharge rate shall be agreed by the Lead Local Flood Authority.

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

10 Phasing and Delivery Schedule

Notwithstanding the proposals detailed in the Design and Access Statement and submitted plans, prior to commencement of development a Phasing Programme shall be submitted to and approved in writing by the Local Planning Authority which shall identify the phasing of infrastructure, dwellings, landscaping, public open space, accesses and landscaping to the

residential areas of the development hereby approved. Thereafter the development shall be undertaken in accordance with the Phasing Programme.

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

11 Construction Management Plan

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

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

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

Reason: In the interests of highway safety and residential amenity in accordance with Local Plan Policy SD8 and TI1 and NPPF

12 Construction Hours

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

Reason: To ensure that the development does not prejudice the enjoyment of neighbouring occupiers of their properties in accordance with Local Plan Policy SD8 and NPPF

13 Noise Report

The development hereby approved shall be built out in accordance with the mitigation measures detailed within table 4.2 of the submitted noise report received by the Local Planning Authority on the 25 November 2024

Reason: To enable the Local Planning Authority to satisfactorily control the development and to ensure satisfactory residential amenity in accordance with Local Plan Policy SD8 and NPPF

14 Levels

Prior to the commencement of each phase of development, details of the existing and proposed levels of the site including the finished floor levels of the buildings to be erected, cross sections and any earth retention measures (including calculations where such features support the adopted highway) shall be submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

Reason: To ensure that earth-moving operations, retention features and the final landforms resulting are structurally sound, compliment and not detract from the visual amenity or integrity of existing natural features and habitats in accordance with Local Plan Policy SD8 and NPPF

15 Soil Management

No development shall be commenced until the Local Planning Authority has approved in writing the details of a soil management plan. The plan shall indicate how and where soils will be stripped, and their temporary storage during the works. Details shall describe the height, width, length and location on site of all such mounding together with any temporary seeding.

Reason: To enable the Local Planning Authority to satisfactorily control the development and to ensure satisfactory residential amenity in accordance with Local Plan Policy SD8 and NPPF

16 Renewables or Fabric First

No above ground development shall take place until the Local Planning Authority has approved a report provided by the applicant identifying how the predicted CO2 emissions of the development will be reduced by at least 10% through the use of on-site renewable energy equipment or design efficiencies. The carbon savings which result from this will be above and beyond what is required to comply with Part L Building Regulations. Before the development is occupied the renewable energy equipment or design efficiency measures shall have been installed and the local planning authority shall be satisfied that their day-to-day operation will provide energy for the development for so long as the development remains in existence.

Reason: In the interests of promoting sustainable development in accordance with policy ENV1.

17 Building Regulations

Prior to the commencement of above-ground construction works, details identifying those dwellings within the wider development that will be constructed to meet Building Regulation M4(2) (Category 2: Accessible and Adaptable Dwellings) shall be submitted to and approved in writing by the Local Planning Authority. A minimum of 118 dwellings across the whole development shall be provided in accordance with the approved details and thereafter retained as such.

Reason: To ensure the provision of accessible and adaptable housing in accordance with Policy H4 of the Local Plan and the NPPF

18 External Materials

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 the construction of the external walls and roofs of the hereby approved dwellings have been 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 Local Plan Policy SD8 and NPPF

19 Landscaping Softworks

Notwithstanding the proposals detailed in the Design and Access Statement and submitted plans, no development shall commence until full details of soft landscaping and associated maintenance has been submitted to and been approved in writing by the Local Planning Authority. Those details shall include; a detailed planting plan and specification of works (indicating soil depths, plant species, numbers, densities, locations inter relationship of plants, stock size and type, grass, and planting methods including construction techniques for pits in hard surfacing and root barriers); a phasing programme for the implementation of landscaping and associate maintenance; details of all existing or proposed utility services that may influence proposed tree planting shall be indicated on the planting plan.

The soft landscape maintenance details should include details of access routes to demonstrate operations can be undertaken from publicly accessible land, long term design objectives, management responsibilities and maintenance schedules for all landscape areas/ retained vegetation, other than small privately owned domestic gardens. Landscape maintenance shall be detailed for the initial 5 year establishment from date of completion of the total scheme regardless of any phased development period followed by a long-term management plan for a period of 20 years. The landscape management plan shall be carried out as approved. All planting works shall be in accordance with the approved plans and details and shall be implemented prior to the first planting season following competition of each identified phase of development. Any vegetation within a period of 5 years from the date of from the date of completion of the total works that is dying, damaged, diseased or in the opinion of the Local Planning Authority is failing to thrive shall be replaced by the same species of a size at least equal to that of the adjacent successful planting in the next planting season.

Reason: To ensure satisfactory landscaping to improve the appearance of the site in the interests of visual amenity and in accordance with Local Plan Policy SD8 and NPPF

20 Trees within and adjacent to the adopted highway

Notwithstanding the proposals detailed in the Design and Access Statement and submitted plans, no development shall be commenced until the Local Planning Authority has approved in writing the details of arrangements for the planting of street trees and protection of the adopted highway from tree root damage. Root barriers will be required where trees are planted within 2m of the adopted highway.

Reason: To protect the adopted highway from damage by tree roots and in accordance with Local Plan Policy SD8 and NPPF

21 Tree Protection

The hereby approved development shall be carried out in complete conformity with the submitted Arboricultural Impact Assessment Arboricultural Method Statement Tree Protection Plan as received by the Local Planning Authority on 05 December 2024

Reason: to safeguard the trees within and adjacent to the hereby approved development and in accordance with Local Plan Policy SD8 and NPPF

22 Light Intrusion

Prior to the commencement of the development hereby permitted, a scheme for the protection of biodiversity, the proposed dwellings and the neighbouring premises from light intrusion shall be submitted to and approved in writing by the Local Planning Authority. All works, which form a part of such a scheme, shall be completed before any of the permitted dwellings / facilities are occupied. The scheme should detail the type of luminaries and their Lumen levels, locations, means of affixation, heights, angles plus the level of light trespass in lux. The position of all columns shall be agreed in writing by the Local Planning Authority to avoid conflict with the positions of trees as approved under condition 19. The lighting shall be implemented wholly in accordance with the agreed scheme prior to the occupation of the development or approved phases.

Reason: To enable the Local Planning Authority to control details and in the interests of the amenity of adjoining residents, amenity of the area and protection of biodiversity on and adjacent to the site and in accordance with Local Plan Policy SD8 and NPPF

23 Enclosure

Notwithstanding the proposals detailed in the Design and Access Statement and submitted plans, prior to the above ground construction of development within each relevant phase, details of all means of enclosures shall be submitted to and approved in writing by the Local Planning Authority. This shall include all acoustic barriers, walls, fences, entrance feature walls, hedgerows and knee rails, including those surrounding pumping stations and other infrastructure sites. This shall include the specification for holes in boundary walls and fences at ground level to allow for the movement of hedgehogs. Such means of enclosure shall be implemented in accordance with the approved plan prior to the occupation of the development or approved phases.

Reason: In the interests of biodiversity, the visual amenities of the locality and to protect the residential amenity of future occupiers and in accordance with Local Plan Policy SD8 and NPPF

24 Landscaping Hardworks

Notwithstanding the proposals detailed in the Design and Access Statement and submitted plans, no above ground construction shall commence until full details of proposed hard landscaping including the highway materials has been submitted to and approved in writing by the Local Planning Authority. This will 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 in accordance with an agreed timetable / delivery programme. 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 Local Planning Authority 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 Local Plan Policy SD8 and NPPF

25 Bins/refuse

Prior to the occupation of each phase of the development hereby approved each plot and commercial facility 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 and NPPF

26 Open Access

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

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

27 Removal of PD rights – No Garage Alterations/Conversions

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revising, revoking and re-enacting that Order with or without modification), no internal or external alterations shall take place to any garage, which would preclude its use for housing motor vehicles.

Reason: To ensure that the site has adequate parking provision in accordance with the requirements of SPD3 and in accordance with Local Plan Policy SD8 and NPPF

28 Removal of PD rights – No Boundary Treatments to front of properties.

Notwithstanding the provisions of Class A of Part 2 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and reenacting that Order) there shall be no walls, fences, railings or other form of boundary enclosures erected between any point taken in line with the properties front elevation and the highway unless otherwise agreed in writing by the Local Planning Authority.

Reason: To prevent significant undue detrimental loss of privacy and amenity for future occupants taking into account the relationship with existing dwellings and to comply with Policy SD8 the Stockton on Tees Local Plan and the NPPF.

29 Removal of PD Rights – Householder extensions and alterations

Notwithstanding the provisions of classes A,AA, B, C, D, E and F of Part 1 of Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order), the buildings hereby approved shall not be extended or altered in any way, without the written approval of the Local Planning Authority.

Reason: To prevent significant undue detrimental loss of privacy and amenity for future occupants taking into account the relationship with existing dwellings and to comply with Policy SD8 the Stockton on Tees Local Plan and the NPPF.

30 Travel Plan

The development hereby approved shall be carried out in accordance with the submitted Travel Plan (revision 3) received by the Local Planning Authority dated 22 April 2024.

Reason: To ensure compliance with Local Plan Policy TI1 and the NPPF

31 Feature Squares

Notwithstanding the proposals detailed in the Design and Access Statement and submitted plans, prior to the above ground construction full details of all hard landscape and planting works for the feature squares shall be submitted to and be approved in writing by the Local Planning Authority. These details shall include layouts; hard surfacing materials; planting details (tree/shrub types and species, stock size, numbers and densities); construction methods including tree pits; minor structures (e.g. street furniture); and a phasing plan for

implementation. The feature squares shall be implemented in full accordance with the approved details and agreed phasing plan and maintained thereafter. Any landscaping works which within a period of five years from the date of planting die, are removed, become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species unless the Local Planning Authority gives written consent to any variation or an alternative long term maintenance arrangement.

Reason: To enable the Local Planning Authority to satisfactorily control the development and to ensure a high standard of design in accordance with Local Plan Policy H2 and SD8 and the NPPF.

32 Discharge of Surface Water

The development hereby approved shall not be commenced on site, until a scheme for 'the implementation, maintenance and management of a Sustainable Surface Water Drainage Scheme has first been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details, the scheme shall include but not be restricted to providing the following details;

- I. Detailed design of the surface water management system; (for each phase of the development).
- II. Detailed overland flow management assessment & Integration with Adoptable Drainage Network
- III. Finished Floor Levels (FFLs) – Minimum finished floor levels shall be set based on the development's post-construction flood risk profile, including critical water levels arising from the 1 in 100-year event plus 40% climate change allowance, with a suitable freeboard applied.
- IV. A build programme and timetable for the provision of the critical surface water drainage infrastructure;
- V. A management plan detailing how surface water runoff from the site will be managed during the construction phase;
- VI. Details of adoption responsibilities

Reason: To ensure the site is developed in a manner that will not increase the risk of surface water flooding to site or surrounding area, in accordance with the Local Plan Policies SD5 & ENV4 and the NPPF

33 Watercourse Assessment

No development shall commence until a detailed surface water drainage strategy has been submitted to and approved in writing by the local planning authority. The strategy shall address the following concerns and provide supporting evidence to ensure the proposed development does not increase flood risk within or beyond the site boundary:

- I. Hydraulic Performance of Overland Flow Channels & Culverts – The developer shall provide detailed, site-specific hydraulic modelling of all proposed overland flow channels and culverts
- II. Long-Term Functionality & Erosion Mitigation
- III. Culvert Risk Assessments & Screen Initial Needs Assessment
- IV. Impounding Structures & Embankment Design Assessment

Reason: To ensure that the proposed development adequately mitigates flood risk and integrates with the local drainage network in accordance with the National Planning Policy Framework (NPPF), and relevant local policies on flood risk and sustainable drainage.

34 Discharge of Surface Water

The building hereby approved shall not be brought into use until:-

- I. Requisite elements of the approved surface water management scheme for the development, or any phase of the development are in place and fully operational to serve said building
- II. The drawings of all Suds features have been submitted and approved in writing by the Local Planning Authority, the drawings should highlight all site levels, including the 30year and 100year+cc flood levels and confirmation of storage capacity
- III. A Management and maintenance plan of the approved Surface Water Drainage scheme has been submitted and approved in writing by the Local Planning Authority, this should include the funding arrangements and cover the lifetime of the development

Reason: To reduce flood risk and ensure satisfactory long-term maintenance are in place for the lifetime of the development.

Informative Reason for Planning Approval

Informative: Working Practices

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

Informative: Northern Gas

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

Informative: Northumbrian Water

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

Informative: Designing out Crime

The applicant is encouraged to engage with the Policer Architectural Liaison Officer to see how secure by design principles can be incorporated into the scheme

Informative: Hydraulic Performance of Overland Flow Channels & Culverts –

The developer shall provide detailed, site-specific hydraulic modelling of all proposed overland flow channels and culverts. This assessment shall:

- o Include the critical 1 in 100-year flood event plus 40% climate change allowance.
- o Justify the sizing of culverts and flow channels based on accurate cross-sectional survey data rather than idealised sections.
- o Demonstrate that the proposed network will perform effectively under design storm conditions without increasing flood risk elsewhere.

Informative Long-Term Functionality & Erosion Mitigation –

The applicant shall demonstrate, through hydraulic modelling, that all proposed diversion channels will remain stable over their design life. Where scour of the bed and banks is identified as a potential risk, suitable mitigation measures shall be provided.

Informative Culvert Risk Assessments & Screens –

Any culvert exceeding 350mm diameter shall be subject to a Public Risk Assessment and a Screen Initial Needs Assessment. If a security or debris screen is deemed necessary, it shall be designed in accordance with CIRIA C786 - The Culvert Screen and Outfall Manual.

Informative Impounding Structures & Embankment Design Assessment –

Where proposed SuDS features abut any watercourse or drainage channel, the embankment between these features shall be designed as an impounding structure. The developer shall provide full design details, including construction materials, stability calculations, and justification of resilience measures to mitigate the risk of embankment failure.

Informative Site-specific surface water construction management plan

A site-specific construction management plan must be provided in accordance with Appendix B Section 6 of the CIRIA SuDS Manual before commencing the drainage construction. Detailing how surface water will be managed during construction phase and contained within the site boundary must also include prevention of silts entering existing surface waterbodies, details of measures to be taken to protect and maintain the natural flows of the watercourse/ditches through the proposed site (including the provision of any required temporary drainage). Particular attention should be given to the phasing of the de-culverting works, full construction method statements should be provided.

Informative Land Drainage Consents

Land Drainage Consent/s sites outside the planning process, the LLFA would like to make you aware that no works on the ordinary watercourse are permitted until a Land Drainage Consent approval has been received from the Lead Local Flood Authority. The Land Drainage consent application form and supporting information must be submitted to the LLFA for consideration. The application process will take 8 weeks for determination. Informative Management and Maintenance A Maintenance Plan and checklist must be provided in accordance with Appendix B Section 8 of the CIRIA SuDS Manual and the LLFA local requirements. The LLFA requirements are as follows;

- Details of who is responsible for the maintenance and management of all surface water components during construction phase, including contact details, emergency contact details, expected completion date for the development, expected date the management company will commence the maintenance and management of the SuDS.
- Details of the management company responsible for the maintenance

HEADS OF TERMS

- Local Labour Agreement
- Off Site Open Space Contribution
- Affordable Housing
- Nutrient Neutrality
- NHS
- Proportionate share of required infrastructure in broad accordance with West Stockton Masterplan and any necessary additional contributions for the additional dwellings
- Connectivity through to Zone B

Background

1. 14/2291/EIS Application for outline permission for residential development (340 dwellings) including access, this application was, refused December 2014, however permission was subsequently allowed, at appeal June 2016.

2. The following applications are also being presented to members of the Planning Committee and will be considered alongside this application and are pursuant to the above parent permission 21/0249/REM Reserved matters application for the appearance, landscaping, layout and scale for residential development comprising 230 dwellings for phase 1, 2 and 3.

21/1599/REM Reserved matters application for the appearance, landscaping, layout and scale for residential development comprising 110 dwellings for phase 4 and 5.

24/0336/VARY Section 73 application to vary conditions no1 (approved plan)
14/2291/EIS - Application for outline permission for residential development (340 dwellings) including access Approved March 2025

3. 21/0250/DCH Information to discharge condition no 6 (design code and phasing programme) of planning approval 14/2291/EIS - Application for outline permission for residential development (340 dwellings) including access. Condition discharged February 2024

Site and Surroundings

4. The application site, hereby referred to as the Site, is located to the western edge of Harrowgate Lane, its 13.41 ha form somewhat of an 'L' shape. It is referred to as Zone C within the West Stockton Sustainable Urban Extension.
5. The majority of the site is cropped arable land with small areas of semi-improved and improved rough grassland. The site is undulating in nature and has a partially culverted natural watercourse flows under part of the site to join a deeply incised semi natural drainage ditch. This watercourse then flows under the eastern part of the site under Harrowgate Lane where it flows into Hardwick Dene and Elm Tree Woods Nature Reserve and becomes a tributary of Lustrum Beck.
6. Outwood Academy borders the northern and north eastern boundary. The Site adjoins Zone A to the north, which benefits from planning permission and the western boundary adjoining Zone B and the safeguarded land which also forms the southern boundary.

Proposal

7. Full planning permission is sought for the erection of 54 dwellings, within the original red line of application ref 14/2291/EIS taking the total number of dwellings on the site to 394, with associated infrastructure and landscaping.
8. The proposal is for a mix of 2, 3 and 4 bedroom properties with a mix of tenures.

	Proposed	Housing	Mix			
	21/0249/REM	Affordable	21/1599/REM	Affordable	21/2130/FUL	Affordable
2 Bedroom	54	8	24	0	16	3
3 Bedroom	122	4	66	0	20	8
4 Bedroom	42	0	20	0	7	0
Total	218	12	110	0	43	11

Consultations

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

10. Highways, Transport and Design Manager

General Summary

Subject to the securing of a financial contribution towards the identified highways mitigation schemes the Highways Transport and Design Manager raises no issues with the proposals

Highways Comments

The impact of the additional 54 dwellings associated with this proposal, over and above those considered as a part of the original outline application (14/2993/EIS), have been assessed using the West Stockton Aimsum Model (WeSAM).

The results from the WeSAM demonstrate that no additional highways mitigation is required over and above what has already been identified within the Yarm Back Lane and Harrowgate Lane Masterplan however, this development is reliant on the mitigation that has been identified and should therefore contribute towards the cost of providing it.

The traffic impact associated with this application was also considered as a part of the cumulative assessment undertaken for extant planning application 22/0334/EIS (Hybrid planning application comprising of 1) full application for the erection of 385 dwellings with associated infrastructure, access and landscaping and 2) Outline application with some matters reserved (appearance, landscaping, layout and scale) for the erection of up to 285 dwellings) which also demonstrated that the impact was acceptable.

Taking the above into account there are no highways objections to the proposals however, should the application be approved, a financial contribution towards the identified highways mitigation should be secured via a s106 Agreement.

A proposed site layout, drawing 5205 – 203 Rev A, and various house type layouts have been submitted in support of the proposals.

The site layout is broadly in accordance with the Councils design guide and parking has been provided in accordance with SPD3: Parking Provision for Developments 2011.

Subject to the securing of a financial contribution towards the identified highways mitigation schemes there are no highways objections to the proposals.

11. Natural England

No objection - subject to appropriate mitigation being secured We consider that without appropriate mitigation the application would:

- have an adverse effect on the integrity of Teesmouth and Cleveland Coast Special Protection Area <https://designatedsites.naturalengland.org.uk/>.
- damage or destroy the interest features for which Teesmouth and Cleveland Coast Site of Special Scientific Interest has been notified.

In order to mitigate these adverse effects and make the development acceptable, the following mitigation options should be secured:

- Conversion of 13.71ha of cereals land to 13.71ha of greenspace to secure nutrient neutrality in perpetuity.
- Submission of a Habitat Management Monitoring Plan.

We advise that an appropriate planning condition or obligation is attached to any planning permission to secure these measures.

12. Environmental Health Unit

I have no objection in principle to the development subject to the imposition of conditions

13. Environmental Health Unit - Contaminated Land

I have reviewed the submitted Geo-technical Report (Ref 3685/1, Feb 2021) and this shows that the site is a greenfield site with no previous usage likely to cause ground contamination. I am satisfied that the risks to human health have been assessed and I therefore have no objections from a contaminated land perspective.

14. Northern Gas Networks

Northern Gas Networks has no objections to these proposals

15. Northumbrian Water Limited

We have no issues to raise with the above application which relates to phase 6 of the wider development, provided it is approved and carried out within strict accordance with the submitted document entitled "Flood Risk Assessment and Surface Water Management Strategy". This document corresponds with the advice provided in our pre-planning enquiry response which states that surface water should enter the local watercourse via manhole 1601 and foul flows should enter the combined sewer network. We therefore request that the following condition be attached to any planning approval, so that the development is implemented in accordance with this document:

16. Highway England

No objection National Highways commented on this application in October 2021: We consider that it will only impact on the Strategic Road Network (SRN) at the A66/Elton Interchange with a forecast 5 additional peak hour trips. This impact is not severe, however we do note that as part of new developments in the West Stockton area it was agreed within Stockton's Local Plan that the A66 /Elton Interchange be upgraded. It is for Stockton BC to act on the implementation of any Section 106 Agreement as they see appropriate to agree any contribution towards this Scheme. It is unclear what happened to this application thereafter. However, the latest iteration of this development shows that it has contracted from 77 dwellings down to 54 dwellings. I am unable to find anything relevant to National Highways within the latest documents uploaded. Even the Transport Assessment dated "17 June 2026" is in fact one produced "30.07.21"

I have no reason to change the response made by my colleague in October 2021, and I have no further comments.

17. Principal Tree and Woodland Officer

I went to the site, and the original 2024 still stands as a good account of the trees as their conditions haven't changed or worsened. What has changed though is that there is profuse self seeding of small willow trees across the site, which at the moment are resembling shrubs that have populated the area quite densely. Being a fast growing species these either weren't there or were much smaller back in 2024. Square 3 (central node)

The layout of public realm is much improved and provides a focal point to the development. An existing feature tree in centre of this area is to be retained. It is understood that this tree is an Ash tree, confirmation is required as to whether this tree needs to be removed due to ash die back; if this is the case a replacement tree will be required. The ash dieback that I saw I didn't consider to be detrimental in fact the trees are proving to be quite resilient, so I don't think the tree has declined to the stage where it could not be retained as a feature and the resilience of them is promising

18. Tees Archaeology

The site has already been subject to archaeological evaluation and was determined to be of low potential. No further archaeological work is required.

19. Housing

The critical factor for this development is to follow the principles of any S106 site where there is a requirement for affordable housing provision. I would encourage an Affordable Housing Statement to be submitted to strategichousing@stockton.gov.uk as early as possible for this detail to be shared and formally agreed. I would expect the Affordable Housing Statement to include the following details as a minimum;

- ☐ A colour coded map illustrating the location, property type (including bedroom size), tenure and proximity within the overall development of all affordable housing dwellings.
- ☐ We no longer accept any Discount for Market Sale or First Homes unless this has been formally agreed previously as these products do not meet unmet affordable housing needs.
- ☐ An early indication of any Registered Provider partner in the ownership and management of the affordable homes.
- ☐ A commitment to provide Quarterly affordable homes delivery projections from inception through to completion and handover.
- ☐ A commitment that all affordable homes will be allocated in accordance with the Tees Valley Common Allocations Policy.
- ☐ Confirmation of rental and service charges connected to all affordable dwellings proposed.
- ☐ An appropriate dispersal of all affordable dwellings within the overall site or linked phases of development (parcels of land) i.e. avoid over concentration of the affordable dwellings within any concentrated geographic part of the overall development.
- ☐ Consideration of 1 bed, 4+ bedroom and bungalow provision or more "accessible affordable homes" from the perspective of mobility or physical difficulty customer challenges within the affordable housing offer.

20. Campaign To Protection Rural England

We note that the site was granted permission, following an appeal, for up to 340 houses in 2016. The site has since been allocated in the Stockton Local Plan as part of a Sustainable Urban Extension (SUE) for over 2000 houses. We are surprised that this application is for a number of houses so much below that allowed on appeal and trust that this will not mean land is required elsewhere to make up a deficit.

A number of conditions are imposed both in the appeal decision letter and in the relevant Policy in the Stockton Plan. These include provision of certain community buildings and infrastructure requirements, particularly highway matters. While it is suggested in the application that this is covered in overall applications for the wider SUE. We note however the comments of a councillor regarding traffic in particular.

We are also concerned that the appeal decision letter imposed a condition relating to renewable energy provision. None is being provided but we note also the provisions of the Energy and Sustainability Statement. This however clearly does not accord with the provisions of the decision letter requiring renewable energy provision and we represent that this be considered very carefully. At a time when there are many applications in the North East for large solar arrays on greenfield sites, provision of small scale arrays on roof on new buildings is a serious consideration.

We also note the Ecological Assessment does not contain any provision for Biodiversity Net Gain. We note the species of wildlife recorded on the site includes farmland birds, some of which are red listed. At paragraph 5.16, the Assessment states

"The Site is on the edge of urban development associated with Stockton-on-Tees with extensive areas of arable fields in the much wider area to the west and south. Taking this into account, the loss of habitat supporting up to two skylark territories is unlikely to significantly impact the local population."

We represent that this is the wrong approach. Bearing in mind paragraph 174 of the National Planning Policy Framework and the relevant provisions of the Environment Bill relating to biodiversity net gain (which, although not yet law, are frequently considered in planning applications) we represent a much more positive approach should be taken to consider biodiversity net gain, not just net loss. While we note paragraph 5.20 relating to species such as yellowhammer and tree sparrow, it must be remembered that this is part of a much larger area within the SUE for housing, so the overall position should be considered.

21. NHS

Local surgeries are part of ICB wide plans to improve GP access and would be the likely beneficiaries of any S106 funds secured. Local GP Practices are keen to maintain/improve their access, and an increase in patient numbers may require adjustments to existing premises/access methods. Please be advised that we would be unable to guarantee to provide sustainable health services in these areas in future, should contributions not be upheld by developers. In calculating developer contributions, we use the Premises Maxima guidance which is available publicly. This assumes a population growth rate of 2.3 people per new dwelling and we link this increase to the nearest practice to the development, for ease of calculation. We use the NHS Property Service build cost rate of £3,500 per square metre to calculate the total financial requirement. This reflects the current position based on information known at the time of responding. The NHS reserves the right however to review this if factors change before a final application is approved.

Item	Response
LA Planning References	21/2130/FUL
GP Practices affected	The Dovecot Surgery Densham Surgery Woodlands Family Medical Centre
Local intelligence	These practices fall within the Stockton and Bytes Primary Care Network which is at full capacity with regards to space requirements to deliver services to their patient list size. S106 funding would support creating extra capacity for them to provide appropriate services to patients
Number of Houses proposed	54
Housing impact calculation	2.3
Patient Impact (increase)	124
Maxima Multiplier	0.07
Additional m2 required (increase in list x Maxima Multiplier)	8694
Total Proposed Contribution £ (Additional m2 x £3,500kpm2, based on NHSPS build cost)	£30,429

22. Cleveland Police

The full letter can be viewed on the public access, a summary has been provided below;

With regards to your recent planning application on 21/2130/FUL for 54 x dwellings, Harrowgate Lane, Stockton. Cleveland Police encourages applicants to build/refurbish developments incorporating the guidelines of Crime Prevention Through Environmental Design (CPTED).

I would like to make you aware that Cleveland Police operate the "Secured by Design" initiative. This is a scheme which promotes the inclusion of architectural crime prevention measures into new projects and refurbishments.

I recommend applicant actively seek Secured by Design accreditation; full information is available within the SBD Residential Guide 2025 Guide at www.securedbydesign.com

I encourage contact from applicant/agent at earliest opportunity, if SBD Certification is not achievable you may incorporate some of the measures to reduce the opportunities for crime and anti-social behaviour.

Once a development has been completed the main opportunity to design out crime has gone. The local Designing Out Crime Officer should be contacted at the earliest opportunity, prior to submission and preferably at the design stage.

The Secured by Design Residential Guide highlights that the concepts and approach adopted within this guide can be used to influence strategic planning policies, in support of the NPPF 2026.

23. Sabic UK Petrochemicals Ltd
Please note the planning application referenced 21/2130/FUL will not affect SABIC/INEOS ethylene pipeline apparatus.
24. Sport England
Sport England has reviewed the ball-strike risk assessment and its understanding of where a playing pitch is set out on this part of the playing field. The assessment concludes there is no risk of ball-strike and on this basis, Sport England wishes to withdraw its objection to this application.
25. Durham County Badger Group
Further to your request for comments 24/4/24. We have no additional comments and note retained hedgerow on field boundary.
26. SBC Place Development Manager Place Development Comments
Place development has outlined the following comments regarding outstanding issues with the development layout. Clarity sought on the proposed landscape hatched purple on the section shown below (at the northern boundary of site). Not annotated in Key.
Square 1 : The landscaped square is a positive focal point within the development. The applicant is advised to review the position of planter and path of travel east / west to provide a direct connection between the central green space and western link.
Square 3 (central node): The layout of public realm is much improved and provides a focal point to the development. An existing feature tree in centre of this area is to be retained. It is understood that this tree is an Ash tree, confirmation is required as to whether this tree needs to be removed due to ash die back; if this is the case a replacement tree will be required.
Trim trail route is spaced too far apart to be used collectively. The applicant is advised to review the position of the trim trail to be closer together along the trail (towards node). Detail is sought on the "sculpture artwork" noted in the square design unless the intention is to condition the detail of this aspect
- Publicity**
27. Neighbours were notified by individual letters and wider publicity has been given via press advert and site notice. A summary of the comments received is below
- Eight Letters of Objection
- Existing traffic congestion on Harrowgate Lane is already severe, particularly during peak school and commuter periods. And that the proposed development would significantly increase traffic volumes on an already constrained highway network.
 - Additional traffic is likely to increase the use of Bishopsgarth and Hardwick as rat-run routes, worsening congestion elsewhere in the area.
 - Concerns regarding highway safety and the ability of the existing road infrastructure to accommodate further growth. Impact on emergency vehicles

- Concerns that local infrastructure has not been upgraded sufficiently to support additional residential development, in particular capacity pressures on local schools, GP practices, dentists and North Tees Hospital.
- Concerns regarding the cumulative loss of open space. Agricultural land in the wider Stockton West area due to recent developments.
- Concerns that the development would result in the loss of wildlife habitat and adversely affect biodiversity.
- Objections relating to existing flooding issues in the area and concerns that development could increase surface water runoff and flood risk.
- Concerns that the proposal would contribute to overdevelopment of the area and erode local character.
- Some residents raise concerns regarding impacts on residential amenity, including loss of privacy, increased noise and general disturbance and increased crime levels
- Views expressed that the scale of housing growth is not being matched by corresponding investment in transport, health, education and community infrastructure.
- Overall view that the development is unsustainable and should be refused due to its cumulative impact on traffic, infrastructure, flooding, green space and local amenity

Planning Policy Considerations

28. Where an adopted or approved development plan contains relevant policies, Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that an application for planning permissions shall be determined in accordance with the Development Plan(s) for the area, unless material considerations indicate otherwise. In this case the relevant Development Plan is the Stockton on Tees Borough Council Local Plan 2019.
29. 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

30. The purpose of the planning system is to contribute to the achievement of sustainable development, by managing the use and development of land in the long-term public interest. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs. 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 (paragraph 17).
31. Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. The national decision-making policies in the Framework are a material

consideration in making decisions and should be read alongside the policies in the development plan.

32. Planning decisions must also reflect relevant international obligations and statutory requirements, as must the preparation of development plans
33. The national decision-making policies should be read as a whole (including relevant footnotes and annexes). Some of these policies indicate how much weight the government would expect a particular consideration to be given, including cases where it is appropriate to give substantial weight to certain benefits, and the limited circumstances in which it is expected that permission would be refused.
34. The relevant policies are considered throughout the report.

DM3, DM5, DM6, DM7 and DM10 – Decision Making Policies
S3 and S4, Achieving Sustainable Development
CC2 and CC3 Meeting the challenge of climate change
H05, H07, H08, and H013 Delivering a sufficient supply of homes
L2 and L3 Making effective use of land
DP2, DP3 and DP4 Achieving well designed places
TR4, TR6, - 8 Promoting sustainable Transport
P2, P3 and P5 Pollution, public protection and security
F4, F7 and F8 Managing Flood risk and coastal change
N2, N3 and N6 Conserving and enhancing the natural environment
HE5 Conserving and enhancing the historic environment

Local Planning Policy

35. 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 2 (SD2) - Strategic Development Needs

2. To meet the housing requirement of 10,150 new homes over the plan period a minimum of:
 - a. 720 dwellings (net) will be delivered per annum from 2017/18 to 2021/22.
 - b. 655 dwellings (net) will be delivered per annum from 2022/23 to 2031/32.
 3. The Strategic Housing Market Assessment for Stockton-on-Tees Borough identifies that there are specific needs with regard to housing type and tenure. This includes delivering homes to meet the needs of the ageing population.
- Other Development Needs
7. Where other needs are identified, new developments will be encouraged to meet that need in the most sustainable locations having regard to relevant policies within the Local Plan.

Strategic Development Strategy Policy 3 (SD3) - Housing Strategy

1. The housing requirement of the Borough will be met through the provision of sufficient deliverable sites to ensure the maintenance of a rolling five year supply of deliverable housing land. Should it become apparent that a five year supply of deliverable housing land cannot be identified at any point within the plan period, or delivery is consistently falling below the housing requirement, the Council will work with landowners, the development industry and relevant stakeholders and take appropriate action in seeking to address any shortfall.
2. The following are priorities for the Council:
 - a. Delivering a range and type of housing appropriate to needs and addressing shortfalls in provision; this includes the provision of housing to meet the needs of the ageing population and those with specific needs.
 - b. Providing accommodation that is affordable.
 - c. Providing opportunities for custom, self-build and small and medium sized house builders.
3. The approach to housing distribution has been developed to promote development in the most sustainable way. This will be achieved through:
 - c. Creating a Sustainable Urban Extension to West Stockton.

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

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

1. Conserve and enhance the natural, built and historic environment through a variety of methods including:
 - a) Ensuring that development proposals adhere to the sustainable design principles identified within Policy SD8.
 - c) Protecting and enhancing green infrastructure networks and assets, alongside the preservation, restoration and re-creation of priority habitats, ecological networks and the protection and recovery of priority species.
 - j) Ensuring development proposals are responsive to the landscape, mitigating their visual impact where necessary. Developments will not be permitted where they would lead to unacceptable impacts on the character and distinctiveness of the Borough's landscape unless the benefits of the development clearly outweigh any harm. Wherever possible, developments should include measures to enhance, restore and create special features of the landscape.
 - l) Preventing both new and existing development from contributing to or being put at

unacceptable risk from, or being adversely affected by unacceptable levels of ground, air, water, light or noise pollution or land instability. Wherever possible proposals should seek to improve ground, air and water quality.

m) Encouraging the reduction, reuse and recycling of waste, and the use of locally sourced materials.

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

a. Directing development in accordance with Policies SD3 and SD4.

b. Delivering an effective and efficient sustainable transport network to deliver genuine alternatives to the private car.

c. Supporting sustainable water management within development proposals.

d. Directing new development towards areas of low flood risk (Flood Zone 1), ensuring flood risk is not increased elsewhere, and working with developers and partners to reduce flood risk.

e. Ensuring development takes into account the risks and opportunities associated with future changes to the climate and are adaptable to changing social, technological and economic conditions such as incorporating suitable and effective climate change adaptation principles.

f. Ensuring development minimises the effects of climate change and encourage new development to meet the highest feasible environmental standards.

g. Supporting and encouraging sensitive energy efficiency improvements to existing buildings.

h. Supporting proposals for renewable and low carbon energy schemes including the generation and supply of decentralised energy.

3. Conserve and enhance the historic environment through a variety of methods including:

a. Celebrating, promoting and enabling access, where appropriate, to the historic environment.

b. Ensuring monitoring of the historic environment is regularly undertaken.

c. Intervening to enhance the historic environment especially where heritage assets are identified as being at risk.

d. Supporting proposals which positively respond to and enhance heritage assets.

e. Recognising the area's industrial heritage, including early history, railway and engineering heritage and the area's World War II contribution.

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.

4. To ensure residents needs for community infrastructure are met, where the requirement is fully justified and necessary, the Council will support planning applications which:

- a. Provide for the expansion and delivery of education and training facilities.
 - b. Provide and improve health facilities.
 - c. Provide opportunities to widen the Borough's cultural, sport, recreation and leisure offer.
5. Proposals will be encouraged where they provide for the expansion of communications networks, including telecommunications and high speed broadband; especially where this addresses gaps in coverage.

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/or
 - b. 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.

Housing Policy 1 (H1) - Housing Commitments and Allocations

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

c. West Stockton Sustainable Urban Extension.

The total number of dwellings set out in this policy is not the same as the housing requirement. This is because some commitments have already delivered a proportion of the dwelling numbers identified and some sites will likely deliver dwellings beyond the plan period, after 2032.

West Stockton Sustainable Urban Extension

6. Land is allocated and land reserved for the following number of dwellings at West Stockton Sustainable Urban Extension (SUE):

Site Location/Name Area (ha) Total Dwellings (approx)

a. West Stockton SUE 'Allocated Land' 115.2 2,150

b. West Stockton SUE 'Reserve Land' 19.6 400

7. Further policy regarding the West Stockton SUE is provided within Policy H2.

10. Indicative mapping identifying potential access arrangements as well as possible areas of open space and green infrastructure have been prepared for a selected range of allocations where additional guidance could benefit future delivery.

Housing Policy 2 (H2) - West Stockton Sustainable Urban Extension

The West Stockton Sustainable Urban Extension covers approximately 135 ha of land and is allocated for the development of approximately 2,550 new homes.

Development will be guided by the Yarm Back Lane and Harrowgate Lane Masterplan, including the indicative Strategic Framework Plan, to provide:

1. Approximately 2,550 new homes (including 2,150 homes on allocated land and 400 homes on the 'reserve land').
2. A new primary school at the northern end of the Yarm Back Lane component of the SUE.
3. A community hub, comprising a shopping parade and community centre at the southern end of the Harrowgate Lane component of the SUE subject to the requirements of Policies SD6(3) and EG6(2).
4. Highway junction improvements at the following locations:
 - a. Elton Interchange.
 - b. Darlington Back Lane and Yarm Back Lane.
 - c. Horse and Jockey Roundabout (Durham Road, Junction Road and Harrowgate Lane).

- d. Harrowgate Lane and Leam Lane.
 - 5. A range of homes including affordable housing in accordance with Policy H4.
 - 6. Green infrastructure and open space in accordance with ENV6.
 - 7. A scheme with its own identity, informed by Design Codes for each Development Zone, detailing important design elements to ensure a consistent approach to quality standards.
 - 8. A clearly defined street hierarchy and accessible, convenient and safe routes for pedestrians, cyclists and other users; this will include:
 - a. Improved linkages to the existing settlement.
 - b. Linkages to and enhancements of Castle Eden Walkway.
 - c. The provision of routes for north-south movement within and along the western extent of the site.
 - d. Improved connectivity along Harrowgate Lane.
 - 9. A layout which facilitates delivery of the 'reserve land' allowing it to integrate into the wider street hierarchy, accessible routes and green infrastructure.
 - 10. A scheme which avoids unacceptable harm to and maximises possible enhancements to the significance of heritage assets.
- Each phase of development or proposals for each Development Zone as illustrated on Figure 14, must contribute equitably to the delivery of the SUE including all necessary services, facilities and planning obligations. On the allocated land, one planning application will be supported per Development Zone unless it can be demonstrated that shared infrastructure can be delivered by an alternative method that will not prejudice the delivery of the SUE.
- 11. All development proposals must be planned and implemented in a coordinated manner in accordance with an agreed phasing and delivery schedule for each phase or Development Zone which shall provide for:
 - a. An equal distribution of the 2,150 new homes on the allocated land based on the land area of each application;
 - b. Contributions towards shared infrastructure on a proportionate basis per new dwelling proposed; and
 - c. Where it is necessary for individual applications to provide increased contributions to frontload the delivery of infrastructure, a mechanism to ensure that contributions are recouped from later phases of development to ensure each application has contributed proportionately to the delivery of the SUE.
 - 12. Development proposals which come forward prior to, or without an agreed phasing and delivery schedule for each phase or Development Zone will be refused.
 - 13. Until significant improvements have been made to Elton Interchange (above those identified in point 4 above):
 - a. no residential development will be permitted on the 'reserve land'; and
 - b. the number of new homes on allocated land will be restricted to 2,150 unless it can be demonstrated in highway terms that additional homes can be provided without prejudicing the ability for the wider allocated land to deliver homes in accordance with the equal distribution detailed within point 11(a) of this policy.
 - 14. Any proposals for residential development on the 'reserve land', or additional dwellings on the allocated land, must accord with other Local Plan Policies and demonstrate that the development can be accommodated without prejudicing the safe and efficient operation of the highway network or the equitable delivery of the SUE.

Housing Policy 4 (H4) - Meeting Housing Needs

1. Sustainable residential communities will be created by requiring developers to provide a mix and balance of good quality housing of appropriate sizes, types and tenures which reflects local needs and demand, having regard to the Strategic Housing Market Assessment, its successor documents or appropriate supporting documents.
2. Support will be given to higher density development within areas with a particularly high level of public transport accessibility. Elsewhere housing densities will be considered in the context of the surrounding area in accordance with Policy SD8.
3. The Council require 20% of new homes to be affordable on schemes of more than 10 dwellings or with a combined gross floorspace of above 1000sqm.
4. Where an applicant considers that the provision of affordable housing in accordance with the requirements of this policy would make the scheme unviable, they must submit a full detailed viability assessment to demonstrate the maximum level of affordable housing that could be delivered on the site. The applicant will be expected to deliver the maximum level of affordable housing achievable.
5. Affordable housing will normally be provided on-site as part of, and integrated within housing development to help deliver balanced communities. This provision should be distributed across sites in small clusters of dwellings. Off-site affordable housing or a commuted sum will only be acceptable where:
 - a. All options for securing on-site provision of affordable housing have been explored and exhausted; or
 - b. The proposal is for exclusively executive housing, where off-site provision would have wider sustainability benefits and contribute towards the creation of sustainable, inclusive and mixed communities; or
 - c. The proposal involves a conversion of a building which is not able to accommodate units of the size and type required; or
 - d. Any other circumstances where off-site provision is more appropriate than on-site provision.
6. Where off-site affordable housing or a commuted sum is considered acceptable, the amount will be equivalent in value to that which would have been viable if the provision was made on-site and calculated with regard to the Affordable Housing Supplementary Planning Document 8 or any successor.
9. To ensure that homes provide quality living environments for residents both now and in the future and to help deliver sustainable communities, from the 1st April 2019 the following Optional Standards will apply, subject to consideration of site suitability, the feasibility of meeting the standards (taking into account the size, location and type of dwellings proposed) and site viability:
 - a. 50% of new homes to meet Building Regulation M4 (2) "Category 2 - accessible and adaptable dwellings".
 - b. 8% of new dwellings to meet Building Regulation M4(3) "Category 3 - Wheelchair User Dwellings". Where the local authority is responsible for allocating or nominating a person to live in that dwelling, homes should meet building regulation M4 (3) (2) (b). When providing for wheelchair user housing, early discussion with the Council is required to obtain the most up-to-date information on specific need in the local area.

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

- a. Retaining essential infrastructure that will facilitate sustainable passenger movements by bus, rail and water;
 - b. Supporting proposals for the provision of infrastructure which will improve the operation, punctuality and reliability of public transport services;
 - d. Improving public transport interchanges to allow integration between different modes of transport;
 - e. Working with public transport operators to maintain and enhance provision wherever possible;
 - f. Working with partners to promote the provision of accessible transport options for persons with reduced mobility; and
3. Accessible, convenient, and safe routes for pedestrians, cyclists and other users will be delivered by:
- a. Improving, extending and linking the Borough's strategic and local network of footpaths, bridleways and cycleways; and
 - b. Improving the public realm and implementing streetscape improvements to ensure they provide a safe and inviting environment.
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:
- c. Cycleway/footway to the north of Mill Lane, Long Newton;
 - d. Cycleway/footway from Elton Interchange to Durham Lane Industrial Estate; 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).
 - b. Local road network:
 - i. Junctions associated with the West Stockton Sustainable Urban Extension;
 - 1. Darlington Back Lane and Yarm Back Lane junction.
 - 2. Horse and Jockey Roundabout (Durham Road, Junction Road and Harrowgate Lane).
 - 3. Harrowgate Lane and Leam Lane.
 - ii. Junction of A1027, Junction Road and Norton High Street, Stockton; and
 - iii. Junction of Durham Road, A1027 and Bishopton Avenue, Stockton.
 - iv. A689 at Wynyard:
8. The Council and its partners will support the development of the Key Route Network which through continual assessment of the strategic and local road network, will help identify and ensure appropriate improvements are delivered.
- 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 2 (TI2) - Community Infrastructure

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

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

4. To ensure needs for community infrastructure are met, the Council will:

- a. Support opportunities to widen the cultural, sport, recreation and leisure offer;
- b. Support proposals of education, training and health care providers to meet the needs of communities;
- c. Encourage the multi-purpose use of facilities to provide a range of services and facilities within one accessible location;

5. Community Infrastructure is to be delivered alongside residential development at the West Stockton Sustainable Urban Extension and Wynyard Sustainable Settlement in accordance with Policies H2 and H3 to ensure the creation of sustainable communities.

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.

4. When considering applications for telecommunications development, the Council will have regard to the operational requirements of communications networks and the technical limitations of the technology.
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.
8. Taking into consideration viability, the Council require developers of new homes, employment or main town centre uses to deliver, as a minimum, on-site infrastructure including open access ducting to industry standards, to enable new premises and homes to be directly served by local fibre and internet connectivity. This on-site infrastructure should be provided from homes and premises to the public highway or other location justified as part of the planning application. Where possible, viable and desirable, the provision of additional ducting will be supported where it allows the expansion of the network.

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

4. All new non-residential developments up to and including 499 sq m of gross floor space will be completed to a Building Research Establishment Environmental Assessment Method (BREEAM) minimum rating of 'very good' (or any future national equivalent).
5. All new non-residential developments of 500 sqm and above of gross floor space will be required to:
 - a. Submit an energy statement demonstrating how the energy hierarchy has been applied to make the fullest contribution to CO2 reduction; and
 - b. Be completed to a Building Research Establishment Environmental Assessment Method (BREEAM) minimum rating of 'very good' (or any future national equivalent).

Natural, Built and Historic Environment Policy 2 (ENV2) - Renewable and Low Carbon Energy Generation

1. Development proposals will be supported where renewable energy measures are considered from the outset, including incorporating small-scale renewable and low carbon energy generation into the design of new developments where appropriate, feasible and viable, and where there would be no unacceptable adverse effects on landscape, ecology, heritage assets and amenity.

The Council encourages and supports:

- a. The local production of energy from renewable and low carbon sources to help to reduce carbon emissions and contribute towards the achievement of renewable energy targets; and
- b. Community energy schemes that reduce, manage and generate energy to bring benefits to the local community.

Natural, Built and Historic Environment Policy 3 (ENV3) - Decentralised Energy Generation and Supply

1. The Council will promote and support decentralised energy such as District Heat and Power Networks by:

- a. Working with local partner organisations and developers to implement decentralised energy networks in Stockton-on-Tees Borough in line with the District Energy Masterplan;
 - b. Requiring any developments with the potential to produce waste heat (such as power generation, energy from waste or chemical processing) to be CHP ready so that heat can be supplied into new or existing networks;
 - c. Identifying and safeguarding potential network routes; and
 - d. Requiring all major developments to assess the feasibility of connecting to an existing decentralised energy network, or where this is not possible, assess the feasibility of establishing a new network or future proofing energy infrastructure to make future connection feasible.
2. The Council will require all major development to investigate the use of decentralised energy networks for heat and power as part of the feasibility assessment and energy statement.

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.
2. Development on land in Flood Zones 2 or 3 will only be permitted following:
 - a. The successful completion of the Sequential and Exception Tests (where required); and

- b. A site specific flood risk assessment, demonstrating development will be safe over the lifetime of the development, including access and egress, without increasing flood risk elsewhere and where possible reducing flood risk overall.
- 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. 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).

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.

4. The loss of a heritage asset, in whole or part, will not be permitted unless the Council are satisfied that reasonable steps to ensure new development will proceed after loss has occurred.

5. Where the significance of a heritage asset is lost (wholly or in part) the Council will require developers to record and advance the understanding of the significance of the heritage asset in a manner proportionate to the importance of the asset and impact of the proposal. Recording will be required before development commences.

6. The following are designated heritage assets:

a. Scheduled Monuments - Castle Hill; St. Thomas a Becket's Church, Grindon; Barwick Medieval Village; Round Hill Castle Mound and Bailey; Larberry Pastures Settlement Site;

Newsham Deserted Medieval Village; Stockton Market Cross and Yarm Bridge

b. Registered Parks and Gardens - Ropner Park and Wynyard Park

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

d. Listed Buildings

10. Non-designated heritage assets of archaeological interest that are demonstrably of equivalent significance to scheduled monuments, should be considered subject to policies for designated heritage assets.

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

12. Any reports prepared as part of a development scheme will be submitted for inclusion on the Historic Environment Record.

Material Planning Considerations

36. The main considerations of this application relate to the principle of development/compliance with planning policies and the associated impacts on the character of the area, landscaping, amenity, flood risk, highway safety, ecology, impact on heritage assets and other environmental matters.

Principle of Development

37. The National Planning Policy Framework (2026) sets out the presumption in favour of sustainable development in Policy S3. Under Policy S4, Principle of Development Within Settlements, planning permission should be granted unless the adverse impacts of doing so would substantially outweigh the benefits when assessed against the national decision-making policies contained within the Framework. The

application has therefore been assessed against the relevant provisions of the Framework, which are considered in detail in the subsequent sections of this report.

38. With regards to the policies of the Local Plan, Policy SD2 identifies a housing requirement of 10,150 dwellings across the plan period of 2017/18 to 2031/32. Policy H1 sets out the housing allocations and commitments across the plan period with the application site forming part of that allocation under H1 6(a).
39. Policy H2 providing specific detail on the West Stockton Sustainable Urban Extension (WSSUE) which allocates approximately 135 hectares for the development of approximately 2,550 new homes (400 of which would be on reserved land). The wider extension should also include a new primary school; a community hub (including shopping parade and community centre); a series of highway improvements and pedestrian/cycleway connections including those to the Castle Eden Walkway.
40. As detailed above, the application site forms part of the West Stockton SUE and is a key part of the Boroughs housing delivery across the Local Plan (as detailed in policies H1 and H2), providing 2,150 homes on allocated land of which the application site forms part of. Along with housing delivery at Wynyard, the SUE is therefore one of the key strategic sites for housing delivery under the current local plan.
41. This application proposes to deliver 394 units across the detailed and reserved matters applications with 54 units forming the full planning approval which is considered to bring forward the benefits of delivering part of the housing requirement and contributing towards the delivery of the Council's 5 year housing supply.
42. Furthermore, Chapter 12 of the NPPF (Making effective use of land), seeks to promote the effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.
43. Subject to consideration of site suitability, the feasibility of meeting the standards and site viability, Policy H4 requires 50% of new homes to meet Building Regulation M4 (2) "Category 2 – accessible and adaptable dwellings" and 8% of new dwellings to meet Building Regulation M4(3) "Category 3 – Wheelchair User Dwellings". In this instance due to the parent permission predating adoption of the Local Plan, the reserved matters applications are not subject to these requirements. However, the applicant has confirmed that whilst none of the dwellings would meet M4(3) 118 M4(2) compliant plots (30%) would be delivered across the site. This is significantly above the 27 that would be needed to satisfy the 50% associated with the full application, which seeks permission for 54 plots. This would provide a significant degree of over provision across the development as a whole. Considering the overall balance between the optional standards and the delivery of affordable homes, it is considered that in this instance the scheme as proposed is acceptable.
44. The proposed layout and associated land take are broadly consistent with the housing allocation of the WSSUE and associated masterplan, the proposals are considered to be in accordance with the requirements of policy H2 of the adopted Stockton on Tees Local Plan

Affordable Housing

45. The full application would provide a policy compliant 11 affordable housing units within the full application boundary, these will be secured through the S106 Agreement.

Education

46. As part of the Yarm Back Lane development proposals (ref 20/0191/EIS) a future school site was secured through an outline permission, and it was considered that the revised location was in accordance with the aims of the development plan and West Stockton SUE Masterplan. Securing the school site was an important element of the overall infrastructure requirements for the WSSUE, although there is a requirement for additional housing to provide a proportionate share as required by the Yarm Back Lane and Harrowgate Lane Masterplan
47. At the time of writing the Council School Place Planning has not sought any contributions towards secondary school places.

Health Provision

48. The NHS has confirmed that Local GP Practices are keen to maintain/improve their access, and an increase in patient numbers may require adjustments to existing premises/access methods. The required contribution would be secured via S106.

Economic/Social Benefits

49. In addition, and as with all significant housing schemes they offer significant benefits through the provision of new housing and affordable housing. In addition, they support the growth of the economy through job creation both on site and within the supply chain during the construction period.
50. Additionally, within the Heads of Terms, provision is made to secure the local labour agreement which would see to employ 10% of staff and the supply of materials from the local area.

Sustainability

51. The application site lies within the limits to development where development should generally be directed and given the location of the site adjacent to the urban area which has relatively accessible transport and footpath links, the site itself could be considered sustainable.
52. It is considered that the site is a sustainable development and the presumption in the NPPF that planning should operate to encourage and not act as an impediment to sustainable growth must be applied. Significant weight is required to be placed on the need to support economic growth through the planning system.
53. The Council is currently unable to demonstrate a 5 year housing supply, it is therefore recognised that the uplift of 54 dwellings within an allocated site which

benefits from outline permission would provide a meaningful contribution to the 5 year housing land supply providing both social and economic benefits.

54. Furthermore, the development would provide a number of jobs in the construction industry and supply chain in the short term and such benefits are consistent with the NPPF. As well as the long-term employment within the commercial units.
55. The site is within the limits of development. As set out above, there is no policy reason for refusal of the principle of development, the material considerations are considered in turn below;

Character and Appearance

56. The application site lies within the settlement boundary and is therefore assessed against DP2 to DP4 of the National Planning Policy Framework (2026). These policies establish that decisions should be taken in accordance with the development plan, while applying the presumption in favour of sustainable development.
57. Policy SD8 of the Local Plan reflects those policies of the NPPF seeking to achieve high design standards. Additionally, the Yarm Back Lane and Harrogate Lane masterplan also sets out a strategic framework for delivery which include a number of key design requirements when considering the overall approach taken by a development proposal. While the Stockton on Tees Local Design Guide SPD also promotes placemaking, good design and delivering high quality environment in which to live, work, play and learn.
58. As set out within the parent permission, the site is situated towards the northern end of the Harrowgate Lane in Zone C of the WSSUE. Within the surrounding area there are a mix of properties, Zone A which has secured permission the north has a mix of dwellings sizes and styles although mainly consist of 2 and 2.5 storey dwelling. The residential properties to the east form the south-western edge of Hardwick and northern parcel of the Bishopsgarth estate. These properties are two storey and consist of a mix of materials including a variety of brickwork colours, elements of render and hanging tiles.
59. The proposed housing layout incorporates a range of dwellings which are two storey and two and a half storey in scale and would therefore be appropriate within the surrounding setting. The house types indicate a mix of two, three and four bedroomed properties over a mix of small terraces, semi-detached and detached dwellings and with a mix of tenure types. The general layout is considered to be appropriate within the overall context of not only the wider application site but the surrounding area, and approved developments to the north. The streets are considered to have a good level of frontage and areas of public amenity spaces, have a good degree of natural surveillance to provide active frontages, sense of place and a safe environment. All materials are to be secured through condition.

60. With regards to the requirements of DP3 (1) of the NPPF the overall layout and density of the proposed development is such that, notwithstanding the proposed uplift of housing numbers, it is considered to be broadly in accordance with the overall character of this part of the WSSUE character, especially the approved development to the north and would represent efficient use of the site. The density of the site is largely considered to be compliant with NPPF policies L2 and L3.
61. Whilst the place team comments are noted it is considered that the revised plans have gone a long way to address the initial comments, subject to the recommended conditions. Furthermore, consideration has been given to the development to the north.
62. The Principal Tree Protection Officer has reviewed the condition of the trees (August 2026) and confirmed that the submitted tree reports provide a good account of the trees as their conditions have not changed or worsened. With respect to the tree referred to in the Place teams comments he has concluded that the ash dieback is not considered to be detrimental, in fact the trees are proving to be quite resilient, the ash tree has not declined to the stage which would prevent it from being retained as a feature. The resilience of them is considered to be promising
63. It is considered that whilst relatively high density, subject to condition securing the final details, the scheme has managed to incorporate meaningful landscaping through and around the development, including blue green corridors in compliance with the masterplan and the formation of nodes and feature squares. Whilst the areas are indicated on the plan, full details have not been provided and therefore further conditions are required to secure the detailed design. This is considered to be in accordance with N3 (trees in new development).
64. As set out the proposed overall development site has, in accordance with the masterplan incorporated the de culverting of the watercourse enabling the incorporation of the blue/ green corridor. Whilst the scheme, subject to conditions would provide high value amenity space and landscaping, it would not provide onside meaningful public open space. However, in considering the aforementioned and the existing and proposed connectivity to open space to the north and east of the site, in this instance it is considered to be appropriate to seek an offsite contribution to open space to be secured via s106.
65. Overall, subject to the recommended conditions securing the details of the soft and hard landscaping, as well as materials, it is considered that the proposed development would largely comply with the aims of local and national planning policy

Residential Amenity

66. Policy SD8 of the adopted Local Plan seeks to ensure that development proposals are designed to the highest possible standards by ensuring that new development are appropriately laid out, ensure adequate separation and provide privacy and amenity of all existing and future occupants.

67. The concerns of existing residents over potential loss of amenity space are noted however the siting for the proposed addition dwellings are to the north western boundary of the site, a considerable distance to those properties fronting Harrowgate Lane to the east.
68. In terms of the internal relationships between proposed properties, the layout and spacing of properties within the site are considered to be acceptable to provide sufficient levels of privacy and amenity between properties. In the few areas where separation distances are not met, the level of amenity for those occupiers are considered to be acceptable given the orientation of the properties, angles between habitable room windows, overall siting and nature of the rooms within close proximity to one another. This includes the relationship with the full permission and the school to the north.
69. Planning conditions are recommended with regards to a number of matters including finished site levels and means of enclosure. In addition, the removal of permitted development rights for extensions and alterations is also recommended to protect future levels of residential amenity for the life of the development given the overall relationship between the properties within the proposed layout.
70. To the western boundary is an approved solar farm, ref 22/1511/FUL during the course of determining that application consideration was given to the potential impact on future occupier's amenity of this allocated site. It was concluded that; The results of the analysis have shown that reflections from the proposed development are geometrically possible towards the majority of the proposed dwelling receptors, however there is no significant impact upon nearby proposed dwellings due to existing screening blocking the views of the proposed development and the presence of other mitigating factors. Therefore, no mitigation is required.
71. Whilst the impact was considered that was done principally at ground floor. Due to the orientation of the proposed dwellings plots 294 – 301 and 305 – 311 rear elevations would front onto the solar farm. Whilst views at ground floor would largely be screened by the existing boundary treatment, the first-floor windows, which principally serves bedrooms/ bathrooms would provide views over the solar farm. The loss of a view is not a material consideration. However, due to the existing boundary treatment, orientation of the panels and the separation distances, it is not considered that the panels would give rise to a demonstrable adverse impact on future occupier's amenity with respect of glint and glare to such a degree that a reason for refusal could be sustained. It is of note that no objection has been received from the EHU officers with respect to either glint and glare or noise from the associated solar farm infrastructure
72. No objection has been received in terms of the layout from National Grid and no objection has been received from the Council EHU in terms of noise from either the

overhead lines or adjacent land uses. The parent permission was supported with a Noise Assessment and necessary conditions imposed.

73. Overall subject to the recommended conditions the proposed development is considered to provide all future occupiers with an acceptable level of amenity whilst safeguarding the amity of the existing land uses.

Highways and Transport

74. Concern has been raised by the objectors in relation to the wider traffic implication of the development. This proposed development would result in an uplift of housing number of 54 above the approved numbers in the parent permission. TR6 (4) of the NPPF is clear that development should be refused if they would have a severe adverse impact on the transport network (in terms of capacity and congestion, including cumulative impacts), or an unacceptable impact on highway safety; taking into account any mitigation measures proposed as well as any wider network improvements, including measures to support sustainable patterns of movement. This applies both during the construction phase and following completion.
75. The Highways Transport and Design Manager has confirmed that following the proposal being run through the WeSAM that no additional highways mitigation is required over above what had already been identified within the Yarm Back Lane and Harrogate Lane Master Plan.
76. The submitted assessment provided in support of the application may be considered to be out of date, due to the lifespan of this application, however the impact of the development was also considered as a part of the Vistry proposals in 2023. The information submitted in support of that application demonstrated that the impact on the highway network was found to be acceptable taking account of the approvals, pending applications and yet to developed allocations within the WeSUE at that point in time. This included the Tithebarn proposals.
77. It is therefore reasonable to assume that should the Tithebarn proposals be re-assessed following the update to the WeSAM, which is currently ongoing, the impact would still be acceptable.
78. The Highways Transport and Design Manager has no concerns over the age of the data and is confident, subject to appropriate mitigation, that the impact could not be shown to be severe. Furthermore, national Highways have not deemed it necessary for any further or updated surveys to be carried out following the reduction of proposed dwellings from 77- 54.
79. However, it is of note that this development is reliant on the mitigation that has been identified and should therefore contribute towards the cost of providing it. Subject to securing the necessary monies as detailed withing the HOTs there is no objection to the uplift in numbers proposed in terms of highway capacity.

80. National Highways have confirmed they have no objection to the increased capacity over the original outline permission. It is therefore considered that the uplift can be accommodated within the limits of the existing infrastructure.
81. The layout was revised to following submission of the development to the north to enable connectivity of the north south cycleway, in accordance with the masterplan. In terms of the access and internal highway and parking arrangements, the Highways Transport and Design Manager has reviewed the proposed development and following receipt of the revised plans has raised no objection to the proposed development.

Flood Risk and Surface Water

82. The applicant has submitted a flood risk assessment, drainage strategy and are providing a SUD pond to serve the wider development. The proposed residential development which is classified as 'more vulnerable' is located within flood zone 1, therefore, the development is suitable within the identified flood zones in accordance with NPPF.
83. Objectors have raised concerns in relation to surface water and flood risk. During the course of the application various plans/ reports were withdrawn and resubmitted. The LLFA have been consulted and are satisfied that notwithstanding the submitted details that an acceptable strategy can be implemented on the site, subject to the recommended conditions. They have therefore raised no objection to the proposed development.
84. Northumbrian Water have raised no objection and neither has the Environment Agency.

Ecology

85. Concern has been raised by objectors over the displacement and impact on wildlife. The Ecological Appraisal submitted in support of the application was updated in August 2024. Due to the potential for works to commence in excess of 3 years from the date of this survey, a condition requiring a walkover survey be carried out prior to each stage of the development, to ensure that there has been no ecological or biodiversity change which would require different mitigation those proposed.
86. A further condition has been recommended to secure any tree to be felled is subject to a climb and inspect survey. In addition to conditions regrading illumination and adaptations to boundary fences to facilitate the movement of hedgehogs in line with the guidance produced by the British Hedgehog Preservation Society. It is also proposed to condition a Construction Environment Management Plan, to safeguard wildlife during the construction phase.
87. The application was submitted prior to Biodiversity Net Gain and therefor the application is not subject to this under the Habitat Regulations however there is still a requirement under the Local Plan Policy ENV5 for development proposals to achieve

net gains in biodiversity wherever possible. The Site has the capacity to enable the retention of a number of existing landscape feature, such a hedgerows and trees which provide a valued habit for a number of key species, as well as providing some biodiversity gains. Therefore, notwithstanding the recommendations within the submitted reports a condition is required for a biodiversity protection and gains plan to be submitted detailing how this has informed and will be integrated into the detailed landscape proposals.

Nutrient Neutrality

88. Following the deferral of the application in March 2025, the applicant sought to address the concerns raised by Natural England regarding nutrient neutrality.
89. This resulted in a revised mitigation strategy, whereby the applicant proposes to secure private nutrient credits to offset the development's impact on the Teesmouth and Cleveland Coast Special Protection Area (SPA) and Ramsar site.
90. Consequently, an updated Habitats Regulations Assessment (HRA), including an Appropriate Assessment, was undertaken. Natural England was consulted on the revised assessment and the proposed mitigation strategy and subsequently confirmed that it was satisfied with the submitted information.
91. In light of the revised mitigation approach and Natural England's response, officers are satisfied that the proposal would not adversely affect the integrity of the Teesmouth and Cleveland Coast SPA/Ramsar site. The application is therefore considered to satisfactorily address the nutrient neutrality requirements arising from the increase in nitrogen associated with the development.

Crime and Disorder

92. 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.
93. The development is relying on the proposed layout allows for natural surveillance of the public square. The comments from the Designing out Crime Officer have been noted. It is considered that a number of the recommended measures would be achievable within the site and therefore a suitably worded informative has been recommended. Subject to the recommended informative it is not considered that the proposals would give rise to crime and disorder.

Low Carbon

94. The comments from CPRE are noted and in accordance with the requirements of Policy ENV1 major residential development should achieve a 10% reduction of total predicted energy requirements. A condition is recommended to ensure these details are submitted.

Residual Matters

95. Following submission of the ball strike report, Sports England have removed their objection.
96. To ensure delivery of Zone B is not prejudiced notwithstanding the proposed plans which show a connection point, up to the red line, as set out with the Heads of Terms there will be the requirement within the S106 to make this access point available without ransom. This is to ensure the whole of the WSSUE is deliverable.
97. Concerns were raised regarding the level of public consultation undertaken. Officers are satisfied that prior to determination consultation has been carried out in accordance with the requirements of the Development Management Procedure Order (2015). The current consultation expires on 8 September 2026.
98. As with all applications reported to Planning Committee, should any representations be received after publication of the agenda, Members will be verbally updated on any new or additional material planning considerations arising from those representations that have not already been addressed within this report.

Conclusion

99. 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, flood risk, ecology 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.

Financial Implications

As per the report.

Environmental Implications

As per the report

Biodiversity Net Gain

Biodiversity Net Gain is not required as the application was received prior to the regulations coming into effect.

Legal Implications

Officers need to complete this based on specifics of case and any Legal implications on the Council.

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.

Human Rights Implications

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

Ward and War Councillors

Ward	Bishopsgarth And Elm Tree (Pre May 2023)
Ward Councillor	Councillor David Minchella
Ward Councillor	Councillor Hugo Stratton

Background Papers

- National Planning Policy Framework
- National Planning Practice Guidance
- Stockton on Tees Local Plan Adopted 2019
- Meeting Housing Need Adopted May 2021
- Local Design Guide Adopted March 2023
- Open Space, Recreation and Landscaping Supplementary Planning Document Adopted December 2009
- Parking Provision for Developments Adopted October 2011

Other relevant planning Application files

- 24/0336/VARY - Section 73 application to vary conditions no1 (approved plan)
- 14/2291/EIS - Application for outline permission for residential development (340 dwellings) including access. Approved March 2025
- 21/1599/REM - Reserved matters application for the appearance, landscaping, layout and scale for residential development comprising 110 dwellings for phase 4 and 5. Pending
- 21/0249/REM - Reserved matters application for the appearance, landscaping, layout and scale for residential development comprising 230 dwellings for phase 1, 2 and 3. Pending
- 21/0250/DCH- Information to discharge condition no 6. Discharged February 2025
- 14/2291/EIS Application for outline permission for residential development (340 dwellings) including access. Allowed at Appeal

Name of Contact Officer: Simon Grundy

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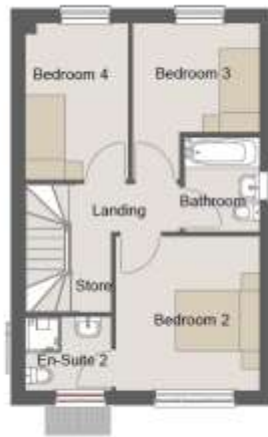
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Ground Floor.



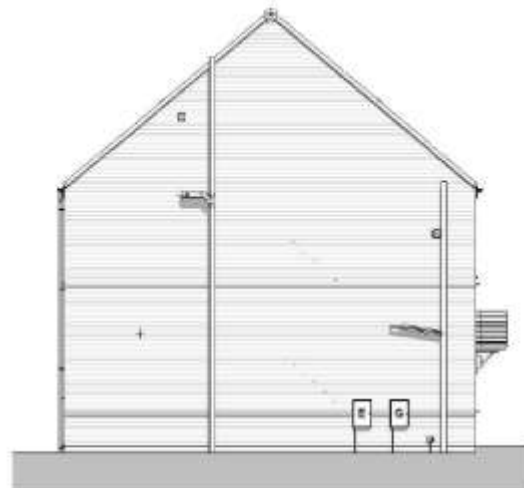
First Floor.



Second Floor.



Front Elevation
1 : 100



Left Elevation
1 : 100



Rear Elevation



Right Elevation

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Ground Floor



First Floor



Second Floor



Front Elevation



Left Side Elevation



Rear Elevation

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Ground Floor.



First Floor.



Front Elevation
1 : 100



Left Side Elevation
1 : 100

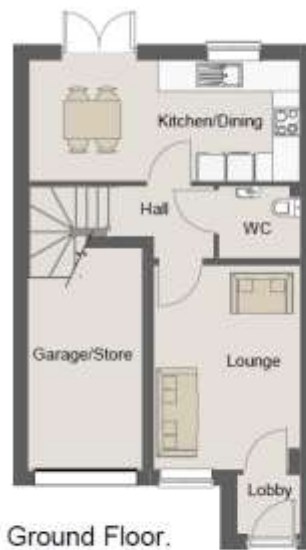


Rear Elevation



Right Side Elevation

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Ground Floor.
1 : 100

For M(2) Compliance
Lobby stud wall and door
are to be removed



First Floor.
1 : 100



Front Elevation



Left Side Elevation



Rear Elevation

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Front Elevation.
1 : 100



Left Elevation.
1 : 100



Rear Elevation.
1 : 100



Ground Floor Plan

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DELEGATED

Report to Planning Committee

9th September 2026

Report of Director of Regeneration and Inclusive Growth

26/0580/COU

10 Dryden Close, Billingham, Stockton-On-Tees

Expiry Date: 17 June 2026

Extension of Time Date: 18 September 2026

Summary

Planning permission is sought for change of use from dwellinghouse (C3) to residential care home (C2) for up to three children aged between 8 and 18.

37 letters of objection have been received and two letters of support. An objection has also been received from Cllr M Besford.

No objections have been received from Statutory Consultees. The application relates to a detached four-bedroom residential property in Billingham within the defined settlement limits close to facilities such as schools and thereby draws support from Local Plan Policies.

The proposal would provide accommodation for up to three children within a domestic setting, consistent with the objectives of the NPPF in promoting inclusive, safe and healthy communities

The application has been assessed and whilst acknowledging the concerns raised, the proposals will see the creation of a children's home where the operator would work with the Children's services team to offer places first for children in the care of Stockton.

Therefore on balance, it is considered that the development would not result in any significant conflict with the policies of the Local Plan or relevant chapters of the NPPF and there are no technical reasons why the proposed scheme would be deemed unacceptable in planning terms in which to justify refusal of the application.

The application is referred to Members of the Planning Committee in line with the councils scheme of delegation due to the number of objections which have been received.

Recommendation(s)

That planning application 26/0580/COU be approved subject to the following conditions and informatives;

Time Limit

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

Reason: By virtue of the provision of Section 91 of the Town and Country Planning Act 1990 (as amended).

Approved Plans

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

Plan Reference Number	Date Received
SBC0001	8 April 2026
SBC0002	20 April 2026
SBC0003	20 April 2026
SBC0004	22 April 2026

Reason: To define the consent.

Approved Use

03 The premises shall be used for up to a three person children's home and for no other purpose including any other purpose in Class C2 of the Schedule of the Town and Country Planning (Use Classes) Order 2020 (or any order revoking or re-enacting that order with or without modification), without planning permission being obtained from the Local Planning Authority.

Reason: To adequately control the use of the site having regard to the nature of the site and the circumstances of the application to protect the amenity of the area and in the interests of resident's amenity.

Management of the Property

04 The use hereby approved shall be operated and managed in accordance with the submitted Care Management Plan, Good Neighbour and Community Engagement Plan, Noise and Anti- Social Behaviour Mitigation Plan, Sustainable Travel Policy and Waste Management Plan all received by the Local Planning Authority on 23rd March 2026.

Reason: To ensure that the property is properly managed as a residential children's care home and to mitigate impacts on residential amenity in accordance with Policy SD8 of the Local Plan.

Informative: Working Practices

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

Informative: Effective Management

On commissioning, the Manager should contact Cleveland Police to discuss appropriate support at MFHcoord@cleveland.police.uk

Informative: Secured by Design

The applicant is advised to contact Cleveland Police regarding security of the property, particularly bedroom doors, windows, main entrance and rear access to the property. The contact details can be found at <https://www.securedbydesign.com/contact-us/national-network-of-designing-out-crimeofficers?view=article&id=308#cleveland-police>

Site and Surroundings

- 1 The application site, hereby referred to as The Site, is a two storey four-bedroom detached dwellinghouse, situated at the end of Dryden Close Billingham. The surrounding area is principally residential.
- 2 The site benefits from in-curtilage carparking and has a large front and rear amenity space.

Proposal

- 3 The application is seeking planning permission for the change of use of No.10 Dryden Close, Billingham from a four-bedroom (Use Class C3) dwellinghouse to a small children's home (Use Class C2) for up to 3 children. It will usually be for two children however the applicant has confirmed that 3 children will be cared for if they are siblings that should be kept together and can be accommodated by the number of staff used for 2 children, and no additional staff would be required. The accompanying details advise that the residents will be aged between 8 and 18 and will have a range of needs which may include learning disabilities, social and emotional mental health needs and emotional and behavioural difficulties. The staff will be qualified care professionals who will run the care home in line with local authority safeguarding procedures. The home will be registered with Ofsted and will operate in accordance with the Children's Homes (England) Regulations 2015.
- 4 The staffing involves a total of seven full time and one bank member of staff, broken down as one manager, one deputy manager, two senior residential support workers and three residential support workers. Each shift will have either one manager, deputy manager or senior support worker and two residential support workers, a total of three staff, with two or three children as explained above. The existing property currently provides four car parking spaces.

Consultations

Consultees were notified and the following comments were received.

5. Highways Transport & Design Manager
General Summary: The Highways, Transport and Design Manager has no objection to this application.
Highways Comments: Based on the information provided by the applicant, the intention is for the property to operate as a 'family home', therefore no consideration has been given to the access arrangements as the proposed COU will not result in a change in the type of vehicle that uses the cul-de-sac or a material increase in traffic movements.
Setting this aside the road is 4.8m wide which is 700mm above the minimum width of 4.1m, using MfS requirements, needed to allow 2 vehicles to pass, it has a standard bell mouth at the junction with Colebridge Road and a standard turning head. Based on this it is not possible to demonstrate that the access, which adequately serves the existing residential properties, is not suitable to serve the proposed COU which will operate as a residential property.
In respect of parking the proposed COU, based on the information provided, would require a total of 3 parking spaces (1 space per full-time equivalent member of staff plus 1 space per 5 residents (visitor provision)) and the property has a large drive, which could accommodate at least 3 cars, and a garage providing a further space. Based on this the property has a current provision of 4 spaces against a future requirement of 3 spaces therefore the parking provision is more than adequate to meet the requirements of the proposed COU.

There are no highways objections to the proposals.

6. SBC Environmental Health

I have checked the documentation provided, have found no grounds for objection in principle to the development and do not think that conditions need to be imposed from an Environmental Health perspective.

7 Children's Services

The applicant have told Children's Services that their provision will meet the sufficiency needs outlined in the sufficiency and commissioning strategy and that they would be willing to adopt a Stockton first approach

8. Councillor Marc Besford

I wish to object to Planning Application 26/0580/COU on the grounds of highway and pedestrian safety relating to the proposed vehicular access and use of the driveway. The proposed access arrangement raises significant concerns regarding the safe manoeuvring of vehicles entering and leaving the site. The driveway appears insufficient to safely accommodate vehicle movements without creating conflict with pedestrians, neighbouring properties, or vehicles travelling along the adjacent highway. There is also concern that vehicles may be required to reverse onto or from the highway, increasing the risk of accidents and obstruction.

In addition, the proposal could lead to increased congestion and unsafe parking in the surrounding area, particularly during peak periods, with vehicles potentially queuing or blocking visibility splays. The intensification of vehicular activity associated with the change of use would therefore have a detrimental impact on highway safety and the free flow of traffic.

I do not believe sufficient information has been provided to demonstrate that the access arrangements can operate safely or without adverse impact on neighbouring residents and road users. For these reasons, I ask that the application be refused.

9 Cleveland Police

Cleveland Police encourage applicants to build/refurbish developments incorporating the guidelines of Crime Prevention Through Environmental Design (CPTED).

I would like to make you aware that Cleveland Police operate the "Secured by Design" initiative. This is a scheme which promotes the inclusion of architectural crime prevention measures into new projects and refurbishments.

Full information is available within the SBD Residential Guide 2025 Guide at www.securedbydesign.com

o The National Planning Policy Framework 2024 paragraph 96(b), which states that Planning policies and decisions should aim to achieve healthy, inclusive, and safe places which are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion...

o The National Planning Policy Framework 2024, paragraph 135(f) which states that "Planning policies and decisions should ensure that developments create places that are safe, inclusive and accessible... and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience".

o Stockton-on-Tees Borough Council Local Plan, Policy SD8 includes the following... 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.

o Supplementary Planning Guide, Local Design Guide Section 3.6 and Sustainable Design Guide Section 4.9 also refer to Security & Safety.
o Another material consideration is Section 17 of The Crime and Disorder Act 1998. Further information on the Secured by Design initiative can be found on www.securedbydesign.com

In addition to the above I would also add the following.

For facilities such as this, should permission be granted, good management policies and systems are essential for the most effective running of the premises.

Full compliance with Ofsted Registering for a facility such as this must be adhered to. The applicant should also take into consideration crime statistics available for the locality of the proposed premises.

Once the care home is up and running, owners must email

mfhcoord@cleveland.police.uk to add them to the care manager meeting invite list.

10 SBC Community Surveillance Team

I have familiarised myself with this planning application. I'm aware of the single registered constraint too.

I have checked the property on the Council's Community Safety system and can see nothing of relevance in the last 10 years linked to the property. Indeed, I have utilised data held by Stockton Council's Civic Enforcement/Community Safety Team(s), to research the property as to help inform or evidence my following comments. This data is Council only, and doesn't incorporate police reports, or any other agency. Moreover, it may be the case that the police will have reports on a property where the Council doesn't. Therefore, this doesn't categorically rule out that a property listed without data from us, or where there is little data, doesn't have a history of mismanagement, anti-social behaviour (ASB), or crime.

In principle, utilising the submitted planning documents available to me, and taking onboard the comments from other consultees, in particular Environmental Health and Highways, I do not believe Community Safety has any valid grounds to formally object to this application. However, in reference to ASB linked to the development, I note many of the public comments express a concern that the development will result in an increase in ASB. From anecdotal past experience, I have seen this in other cases; indeed, I have been aware of cases of such homes in residential areas where the young residents of the new development, have gone onto to commit crime and ASB in the locality. However, and crucially, a well-managed and competent home, which is professionally staffed and willing to cooperate closely with both the LA and police, can mitigate against any potential for a local rise in community safety issues. If this application does proceed, I strongly recommend the management meet immediately with the local authority's community safety team and a local neighbourhood police officer, to discuss cooperation and partnership working, as to improve community safety locally, and to increase community reassurance.

Publicity

- 11 Neighbours were notified by individual letters; 44 letters of objection have been received and two letters of support. A summary of the comments received is below.

Objections

- The proposal would introduce a quasi-institutional/commercial use into a quiet residential cul-de-sac, which is materially different from a C3 dwelling.
- Concerns that the development would have a detrimental impact on the residential character, with increased activity, staffing, and professional visits, increased traffic when there are staff change overs, possible noise and disturbance, a rise in anti-social behaviour and loss of privacy and possible need for CCTV. Activities that

would reduce residents' quiet enjoyment of their homes and that activities would go beyond the level of activity associated with a typical dwellinghouse.

- Significant concern that the proposal provides insufficient on-site parking relative to staffing levels and operational needs.
- Difficulties with overspill parking parked on the streets, the obstruction of driveways, junctions, and dropped kerbs.
- Increased traffic movements, particularly during staff shift changes and highway safety risks, including reduced visibility and restricted access for emergency vehicles.
- Concerns over experiences at a comparable scheme where parking provision and behaviour did not align with approved plans and an over concentration of care homes in the area
- Impact on property values
- Lack of confidence expressed in the applicant/operator,
- Use of domestic waste arrangements for what is perceived as a commercial use.
- Visual impact of further hardstanding Potential further alterations (e.g. hard surfacing) affecting visual amenity.
- Reference to restrictive covenants (not a material planning consideration).

Support

- Its friendly, affluent and calm surroundings will benefit people.
- The community will benefit from the potential diversity that this development will bring.
- It will be managed by experienced staff,
- will not cause any more traffic than any other family residence.
- It will not have any more visitors than any other domestic property

Planning Policy Considerations

- 12 Where an adopted or approved development plan contains relevant policies, Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that an application for planning permissions shall be determined in accordance with the Development Plan(s) for the area, unless material considerations indicate otherwise. In this case the relevant Development Plan is the Stockton on Tees Borough Council Local Plan 2019.
- 13 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

- 14 The purpose of the planning system is to contribute to the achievement of sustainable development, by managing the use and development of land in the long-term public interest. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs. 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 (Paragraph 17).

- 15 Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. The national decision-making policies in the Framework are a material consideration in making decisions and should be read alongside the policies in the development plan.
- 16 Planning decisions must also reflect relevant international obligations and statutory requirements, as must the preparation of development plans
- 17 The national decision-making policies should be read as a whole (including relevant footnotes and annexes). Some of these policies indicate how much weight the government would expect a particular consideration to be given, including cases where it is appropriate to give substantial weight to certain benefits, and the limited circumstances in which it is expected that permission would be refused.
- 18 The following policies are relevant to this application

DM3: Determining development proposals

1. When considering development proposals, local planning authorities should:
 - a. Work with the applicant in a positive and proactive manner, where necessary seeking solutions to problems arising from initial proposals, to enable a timely decision;
 - b. Take a proportionate approach to the consideration of the planning matters raised by the proposals, in a way that reflects their scale, complexity and potential impact;
 - c. Take account of planning matters raised during any pre-application engagement, including any positive responses to this engagement, as well as representations on the proposals;
 - d. Consult statutory or internal consultees only where it is necessary to do so. Decisions on development proposals should not be delayed in order to secure advice from a statutory or internal consultee beyond their statutory deadlines unless there is insufficient information to make the decision, there are public safety risks from proceeding without advice, or more detailed advice may enable an approval rather than a refusal;
 - e. Consider whether otherwise unacceptable development proposals could be made acceptable through the use of planning conditions or planning obligations; and
 - f. Not refuse applications for development which should clearly be approved, having regard to their accordance with the development plan, the policies in this Framework and any other material considerations.

Policy HO9

Specialist forms of accommodation

1. Development proposals to address specialist housing needs should provide living conditions and access to services which are appropriate to the needs of their residents and users. This includes:
 - a. Specialist housing for older or disabled people:
 - i. Being located where residents will be able to access frequently-used services easily and safely by walking, wheeling (including mobility scooters) and by public or on-site transport services; including through facilities provided as part of the scheme; and
 - ii. Being delivered to M4(2) or M4(3) accessibility standards.
 - b. Specialist community-based accommodation:
 - i. Being supported by a management plan or other supporting evidence which shows how the development will provide a safe and secure environment for residents; and
 - ii. Being located where residents will be able to access frequently-used services easily and safely.

Policy HC1: Planning for healthy communities

1. To promote the creation of healthy and inclusive places, and the provision, retention and enhancement of appropriate community facilities and public service infrastructure, development plans should, at the most appropriate level:
 - a. Be informed by an understanding of any existing deficits in the availability of community facilities and public service infrastructure, and additional requirements expected over the plan period, arising from proposed development and wider changes in the local population and public service provision. In doing so, they should take into account both quantitative and qualitative aspects of provision, identified local health needs and opportunities to reduce inequalities through the availability of facilities;
 - b. Set out the facilities and contributions expected from development, including as part of allocations for major development involving the provision of housing;
 - c. Allocate land specifically for community facilities and public service infrastructure where it is appropriate to do so, and assess whether any land is suitable for designation as Local Green Space in accordance with policy HC2;
 - d. Set local standards for the provision of different types of recreational land and facilities, including for play, sport, informal recreation and allotments. In doing so plans should draw upon relevant national standards and best practice, tailoring these as necessary to local circumstances and evidence (48). Policies for play and informal recreation should aim to secure a connected network of high quality, inclusive and accessible opportunities as part of the wider network of green space provision, secured through both on-site provision in conjunction with land allocated for development and through other contributions and investment; and
 - e. Identify wider opportunities to promote good health, prevent ill-health, reduce health inequalities and support social interaction through their spatial strategy and land allocations, including through policies for strengthening town centres, locating development where it will support walking, wheeling and cycling and promoting mixed use developments.
2. In planning for community facilities and public service infrastructure, authorities should engage proactively with local communities and relevant service providers, taking into account relevant strategies to improve health, address inequalities and foster social and cultural well-being for all sections of the community. Authorities should attach considerable importance to providing for sufficient education facilities (including early years, school and post-16 provision), all types of health care provision and other essential community facilities and public service infrastructure over the plan period, in a way that aligns with the needs of the local population and any wider requirements for improvements in public service infrastructure identified by the government or public agencies (recognising that some public service infrastructure serves a larger than local population).

Policy TR6: Assessing Transport Impacts

4. Development proposals should be refused if they would have a severe adverse impact on the transport network (in terms of capacity and congestion, including cumulative impacts), or an unacceptable impact on highway safety; taking into account any mitigation measures proposed as well as any wider network improvements, including measures to support sustainable patterns of movement. This applies both during the construction phase and following completion.

DP3: Key principles for well-designed places

1. Development proposals should respond to their context (the history, character and features of their site and its setting), so that they integrate with and enhance their

surroundings; such as through the arrangement of development plots and buildings, the use of materials and architectural features, and the restoration, reuse and integration of heritage assets. This should not preclude innovation or change where appropriate, especially where an increased scale or density of development is justified in accordance with policies L2 and L3.

2. To create well-designed places, development proposals should also reflect relevant aspects of the following principles, as appropriate to the nature of the development and its location:

- a. Liveability: support healthy, mixed, vibrant and integrated communities, which will function well over the lifetime of the development, by incorporating a range of uses and tenures, employing features which promote social interaction, and which are robust, durable and easy to look after;
- b. Climate: contribute to climate change mitigation and adaptation and the transition to net zero by using building layouts, building orientation, massing, landscaping and materials which conserve energy and other resources, and which minimise risks from the impacts of climate change including overheating;
- c. Nature: incorporate and/or connect to a network of high quality, accessible, multi functional green infrastructure to provide opportunities for recreation and healthy living, strengthen habitats, improve climate change resilience and improve air and water quality. This should include maintaining and enhancing tree cover and incorporating sustainable drainage systems in accordance with policies N3 and F8;
- d. Movement: provide transport infrastructure and choices which support the design vision for the site, provide good connections to the wider settlement (or those nearby), and prioritise walking, wheeling, cycling and public transport;
- e. Built Form: use the pattern of buildings to define the arrangement of streets, squares and other spaces, promote compact forms of development to optimise the site's potential, distinguish between public and private areas, create focal points and, where appropriate, enhance views into and out of the scheme;
- f. Public Space: include spaces that are safe, secure, inclusive, and accessible for all ages and abilities, including for groups such as women and girls; and which facilitate and encourage social interaction, play and healthy lifestyles (for example by providing high quality, clear and legible pedestrian and cycle routes, a variety of recreational spaces and places to meet, integrating lighting and making building entrances and windows face onto streets and other public spaces to provide natural surveillance); and
- g. Identity: create visually attractive, distinctive and characterful development to establish or maintain a strong sense of place and pride, including through the use of a coherent palette of materials, design features and planting.

Local Planning Policy

- 19 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:

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 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.

Meeting Housing Needs Policy H4 (H4) Meeting Housing Needs

7. The Council will support proposals for specialist housing, including extra care and supported housing to meet identified needs. Accommodation will seek to deliver and promote independent living.

Transport and Infrastructure Policy 1 (TI1) - Transport Infrastructure

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:

e. New development incorporates safe and secure layouts which minimises conflict between traffic, cyclists or pedestrians.

Biodiversity Net Gain

- 20 Biodiversity Net Gain is not required as the development relates to change of use only and is therefore exempt.

Material Planning Considerations

- 21 The main planning considerations of this application are as follows:

Principle of Development

- 22 The site lies within the defined development limits of Billingham and is located within a predominantly residential area. Policy SD1 of the Local Plan supports sustainable development within such locations.
- 23 Policy H4(7) supports specialist and supported accommodation, including children's homes, where there is an identified need. The unit would provide accommodation for up to three children within a domestic setting, consistent with the objectives of the NPPF in promoting inclusive, safe and healthy communities. There is an acknowledged need for such accommodation made within the application details and the applicant states they would work with the Council to offer places first for children in the care of Stockton

Character and Appearance

- 24 Paragraph DP3 of the NPPF and Policy SD8 of the Local Plan require development to respond positively to local character and contribute to the quality of the area.
- 25 Objectors have raised concerns that the level of activity and number of vehicles associated with the use would be harmful to the character of the area. Whilst it is acknowledged that staff presence may give rise to some additional vehicle movements, the use remains modest in scale, accommodating upto three children. Staffing levels are typically limited to three at any one time from an overall staff of seven, with any Increase only occurring during short periods of staff changeover or management visits, rather than representing a constant additional presence. The agent has confirmed that the staff changeovers are staggered where necessary and infrequent as staff typically work extended shifts of between 12 and 48 hours.
- 26 The residents may need professional visits from social workers or therapists, and the agent has confirmed that these are pre-arranged and carefully managed and it is very rare that specialists visit clients in their homes, they ordinarily occur away from the site, in designated healthcare or therapeutic settings. Any family contact is also held away from the site owing to safeguarding issues and to protect the privacy of all of the residents.
- 27 Comments have been made noting the lack of parking, but the requisite parking has been provided to accommodate the use, Nonetheless, the property does have a large front garden, some of which could be used for off street parking if required. This however should not be controlled by condition as the applicant has provided the required parking spaces. .
- 28 The proposal would therefore preserve the character and appearance of the site and wider area, in accordance with Policy SD8 of the Local Plan and the NPPF.

Residential Amenity

- 29 Concerns have been raised regarding residential amenity, including increased vehicle numbers, activity levels, the operation of the site and the introduction of a commercial enterprise in to the street.
- 30 It is acknowledged that the development may result in some increase in comings and goings compared to a typical household. Such movements are intermittent and largely occur at predictable times associated with shift patterns; however, it is considered that this level of activity is similar to residential uses where householders go to and from work at regular times, children go to school, and delivery vans, trades people etc visit houses during the day. The Planning statement indicates that the property will not be “institutional in nature, but instead designed to replicate a stable, supportive family environment with structured 24-hour care” and would be two members of staff caring for two children (three if it meets the criteria of staffing levels/ siblings), recreating a stable family set up. It is therefore considered that the domestic nature of the use is not altered, and day-to-day activities such as schooling, meals and recreation remain consistent with residential living.
- 31 Objectors have suggested that activity levels and vehicle numbers are excessive. However, there is no substantive evidence that the proposal would generate levels of

noise or disturbance beyond those typically associated with residential occupation, particularly given the limited number of residents.

- 32 Concerns regarding staffing arrangements, safeguarding, management practices noted. However, these matters relate either to individual behaviour or to regulatory regimes outside of planning control, including licensing and Ofsted requirements, and cannot be afforded weight in the determination of the application. In respect of crime and anti-social behaviour, there is no evidence to demonstrate that a development of this scale would result in increased incidences. Cleveland Police and the Community Surveillance Team have not raised objection, subject to general advisory measures and informatives have been recommended to ensure the applicant is aware of these issues.
- 33 The site will be registered with the appropriate regulatory bodies. Notwithstanding this, the Site is to be run as a stable family style set up, and with no significant impact beyond that which has been previously discussed. On this basis, whilst the Site will be a business, it is considered that this would not harm the residential amenities of neighbours or be inconsistent with the residential setting of Dryden Close.

Highway Safety

- 34 In accordance with SPD3: Parking Provision for Developments (2011), the proposed development would typically require one space per full-time equivalent member of staff and one space per five residents.
- 35 The application details indicate that four car parking spaces can be provided, and the applicant has also agreed to create more parking spaces on the front garden if required. Whilst the applicant has clarified the number of staff at any one time and has indicated that there may be short periods where additional staff may be present. The typical on-site staffing however remains limited at three per shift, and any overlap in staff presence is temporary and associated with shift changeovers. On this basis it is considered that the required level of off-street parking can be provided in accordance with adopted parking standards.
- 36 The Highways Officer has assessed this application and has concluded that satisfactory in-curtilage car parking has been provided and as such, no highway objections have been raised. The Highways Officer has also considered comments raised by objectors in relation to the capacity of the surrounding road network to accommodate this proposal and has concluded that as the proposed change of use will not result in a type of change in the type of vehicle that uses the cul-de-sac or a material increase in traffic movements based on as the intention is for the property to operate as a 'family home' and no concerns have been raised in this regard.
- 37 Concerns have been raised over possible difficulties caused by any additional on-street parking that may occur as a consequence of the development. Difficulties which in part, may be owing to the existing configuration of this part of Dryden Close. The Site is at the north east corner of the Close, and its access abuts the entrance to No 12 where there is a short "spur" road leading up to 10 and 12. This "spur" contains a dropped kerb for both No 10 and 12 and raised kerbs round the remainder. This spur is 4.8m wide, 700mm wider than the minimum width required by the Manual for Streets to allow two cars to pass, although this may be reduced if cars are parked on the pavements. If this does occur, there is however no mechanism by

which the Local Planning Authority can control on street parking out with the application site.

- 38 Comments have been raised citing anecdotal information from objectors over another children's home in the locality where parking issues have been reported to the Council at the site. Concerns have also been made in relation to the possibility of an increase in traffic to this site from emergency services, taxis and specialist therapists, which may lead to an increase in on-street parking in the area. Whilst it is noted the comments raise concerns regarding obstructions for emergency services and dangerous on street car parking and the need for these to be controlled, such a condition would not be enforceable. The application is considered against the requirements of the SPD. As such, vehicle movements associated with staff are intermittent rather than continuous and do not represent a sustained or significant increase over that previously assessed. The level of parking demand and traffic generation is therefore not materially different from the approved fallback position, a residential property and as explained in the Highway Officer's comments, there are no highway objections.
- 39 Whilst concerns have been raised regarding parking pressures, including the number of vehicles associated with the property; there is no substantive evidence to demonstrate that the proposal would result in a severe or unacceptable impact on the local highway network. The Highway Authority has raised no objection, and the development is considered to comply with Policy TI1 of the Local Plan and Policy TR4 of the National Planning Policy Framework.

Other Matters

- 40 The objections raised by residents have been noted above and many have been addressed. Whilst some such as the presence of covenants, impact on property values are not planning matters, issues relating to the loss of privacy through possible CCTV are considered.
- 41 The applicant has confirmed that they do not wish to install CCTV on the premises, but should it be required, it is permitted development under The Town and Country Planning (General Permitted Development) (England) Order 2015, Schedule 2, Part 2 Class F, subject to conditions. The presence of CCTV on domestic and similar properties is becoming more prevalent, and it is considered that if this were required that it would not be out of place on the dwelling nor lead to a loss of privacy providing that the cameras accord with the General Permitted Development order conditions.

CONCLUSION

- 42 Taking all matters into account, and subject to the imposition of appropriate conditions, the proposed development accords with Policies SD1, SD8, H4 and TI1 of the Stockton-on-Tees Local Plan and the National Planning Policy Framework.
- 43 For the reasons outlined within the report above, it is recommended that the application be approved with conditions for the reasons specified above.

Financial Implications : No known implications

Environmental Implications : No known implications

Legal Implications No known implications

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.

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

Ward and Ward Councillors

Ward	Billingham North
Councillor	Clare Besford
Councillor	Marc Besford

Background Papers

National Planning Policy Framework 2026

Stockton on Tees Local Plan Adopted 2019

Supplementary Planning Document 3: Parking Provision for Developments October 2011

Name of Contact Officer: Wendy Thompson

Post Title: Planning Officer

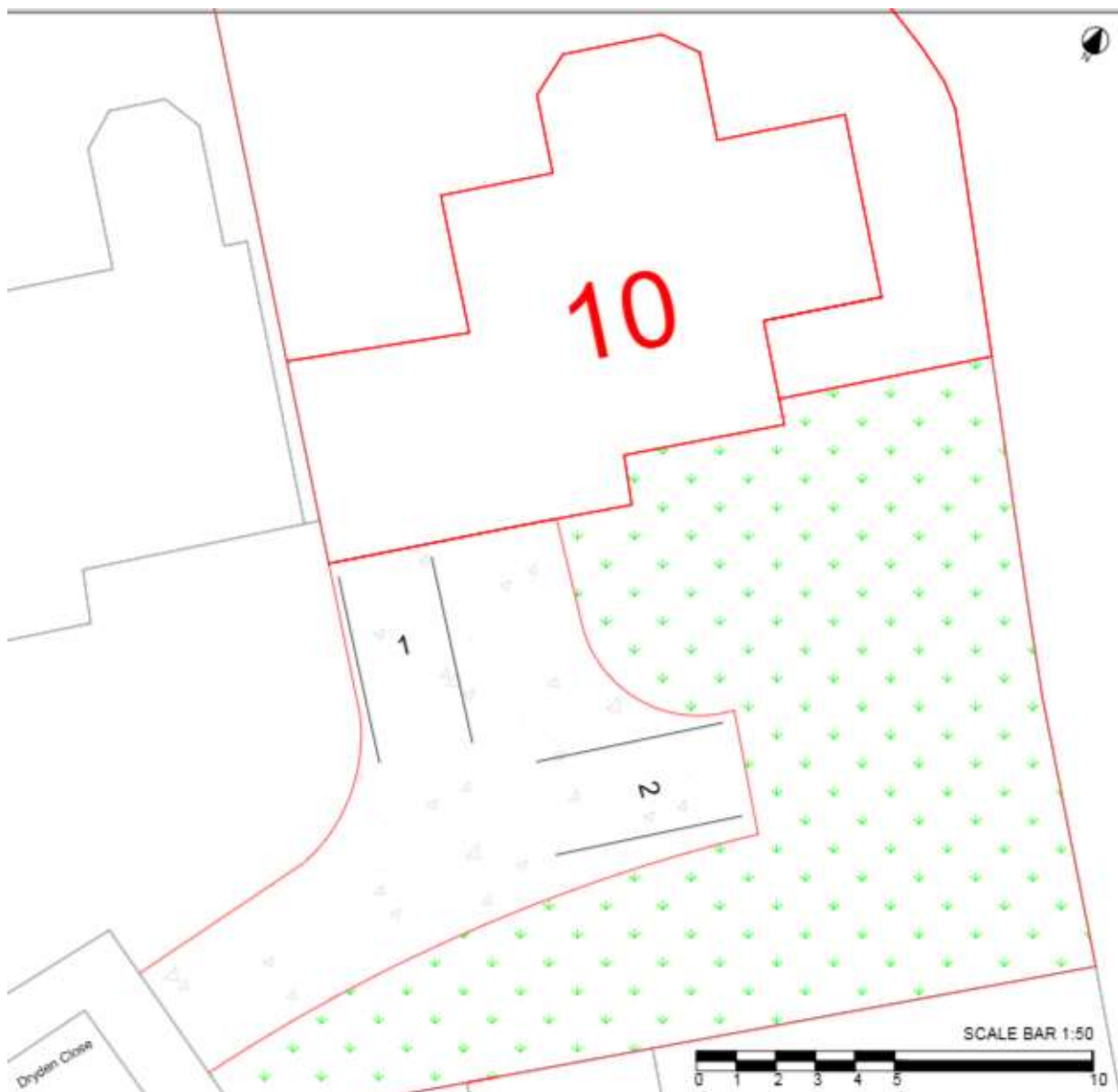
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DELEGATED

Report to Planning Committee
9 September 2026
Report of Director of Regeneration and Inclusive Growth

26/1069/RET**Lidl , Billingham Road, Norton****Expiry Date: 11 August 2026****Extension of Time Date: 9 September 2026****Summary**

Retrospective planning permission is sought for the installation of 4no ANPR cameras to existing lighting columns.

There have been a number of objections to the application from the wider area of Stockton and also from a SBC Councillor.

The application has been assessed in full and it is not considered that the scheme has an adverse impact on the character of the area or wider conservation area/listed buildings, nor does it impact on neighbours' privacy and amenity. All material considerations have been considered in full and there are no valid reasons to refuse the application.

The application is recommended for approval with conditions.

Recommendations

That planning application 26/1069/RET be approved subject to the following conditions and informatives;

01 Approved Plans

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

Plan Reference Number	Date Received
08237-ZZ-XX-DR-A-900001 P2	16 June 2026
08237 ZZ-XX-DR-A-990003 P2	21 August 2026

Reason: To define the consent.

Informative Reason for Planning ApprovalInformative: 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.

Site and Surroundings

1. The application site is the Lidl Store on Billingham Road in Norton. The site can be accessed from Billingham Road and also from the High Street in Norton.

2. Norton Conservation Area is to the south and west, with the entrance falling in the boundaries. There are a number of listed buildings to the south and south east and Norton Medical Centre is to the north.
3. The Store backs onto Billingham Road and there is landscaping alongside the boundary to the west.

Proposal

4. Retrospective planning permission is sought for the erection of four ANPR cameras in the car park area of the store. None of the cameras fall within the conservation area boundary.
5. There is one at the entrance from the high street on an existing pole, one on the canopy area close to the entrance of the store and two on a pole adjacent to the western boundary close to the entrance from Billingham Road

Consultations

6. Consultees were notified and the following comments were received.
7. Highways Transport & Design Manager
Highways Comments: There are no highway objections to the installation of 4no ANPR cameras to existing columns.
8. SBC Environmental Health
I have checked the documentation provided, have found no grounds for objection in principle to the development and do not think that conditions need to be imposed from an Environmental Health perspective.
9. Councillor Barry Woodhouse
I wish to object to the above application on the following grounds
 - As I understand it advertisements of more than 0.5m area require planning permission and to erect the signs mentioned without permission may be an offence
 - The signs and cameras are in a conservation area of Norton although clear signage is required by law there appears to be a significant over provision
 - The cameras appear to be placed at an excessive height which again appears out of character in the conservation area
 - The restrictions placed upon the time limits may both force parking elsewhere and damage the trading possibilities of other retailers in this historic area
 - The layout of both signs and cameras do in my opinion damage the amenity of the area, are visually intrusive and should require at least a reduction in provision
 - I would therefore ask that refusal which is sometimes difficult or at least not be determined further investigations are undertaken into the erection and placing of equipment by companies by either officers and or members of this Council
10. Historic Buildings Officer
No comment received
11. Norton Village Association
No comments received

Publicity

12. Neighbours were notified by individual letters and wider publicity has been given via press advert/site notice. 18 objections have been received across both applications from residents in the wider Stockton area and a summary of the comments received are listed below.
- Concerns over the company and their practices
 - Concerns this is a retrospective application
 - Visual Clutters from the camera and signs
 - Concerns about privacy, surveillance and the capture of images beyond the private car park.
 - Impact on current outstanding parking charges that have been issued
 - Concerns they have not paid for the applications

Planning Policy Considerations

13. Where an adopted or approved development plan contains relevant policies, Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that an application for planning permissions shall be determined in accordance with the Development Plan(s) for the area, unless material considerations indicate otherwise. In this case the relevant Development Plan is the Stockton on Tees Borough Council Local Plan 2019.
14. 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

15. The purpose of the planning system is to contribute to the achievement of sustainable development, by managing the use and development of land in the long-term public interest. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs. 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 (Paragraph 17).
16. Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. The national decision-making policies in the Framework are a material consideration in making decisions and should be read alongside the policies in the development plan.
17. Planning decisions must also reflect relevant international obligations and statutory requirements, as must the preparation of development plans

18. The national decision-making policies should be read as a whole (including relevant footnotes and annexes). Some of these policies indicate how much weight the government would expect a particular consideration to be given, including cases where it is appropriate to give substantial weight to certain benefits, and the limited circumstances in which it is expected that permission would be refused.
19. The following policies are relevant to this application

DM3: Determining development proposals

1. When considering development proposals, local planning authorities should:

- a. Work with the applicant in a positive and proactive manner, where necessary seeking solutions to problems arising from initial proposals, to enable a timely decision;
- b. Take a proportionate approach to the consideration of the planning matters raised by the proposals, in a way that reflects their scale, complexity and potential impact;
- c. Take account of planning matters raised during any pre-application engagement, including any positive responses to this engagement, as well as representations on the proposals;
- d. Consult statutory or internal consultees only where it is necessary to do so. Decisions on development proposals should not be delayed in order to secure advice from a statutory or internal consultee beyond their statutory deadlines unless there is insufficient information to make the decision, there are public safety risks from proceeding without advice, or more detailed advice may enable an approval rather than a refusal;
- e. Consider whether otherwise unacceptable development proposals could be made acceptable through the use of planning conditions or planning obligations; and
- f. Not refuse applications for development which should clearly be approved, having regard to their accordance with the development plan, the policies in this Framework and any other material considerations.

DM8: Unauthorised development and enforcement

1. Where there has been unauthorised development and local planning authorities are considering whether enforcement action is expedient, they should take account of their local enforcement plan, the impact of the breach of planning control, and the extent to which the breach would otherwise be acceptable.
2. In cases of unauthorised development where consideration is being given to an application for retrospective planning permission (or through an enforcement appeal, whether to grant planning permission in respect of a breach of planning control), if it is concluded based on evidence that the unauthorised development was intentional, that fact should be given substantial weight in considering whether to grant planning permission.

NB The Consultation states that it responds to long-standing concerns about the integrity of the planning system being undermined by retrospective permissions. The policy does not mean that retrospective applications would be automatically refused. It will remain a matter of planning judgment for the decision-maker to decide whether to grant planning permission in light of the circumstances of each case.

DP3: Key principles for well-designed places

1. Development proposals should respond to their context (the history, character and features of their site and its setting), so that they integrate with and enhance their surroundings; such as through the arrangement of development plots and buildings, the use of materials and architectural features, and the restoration, reuse and integration of heritage assets. This should not preclude innovation or change where

appropriate, especially where an increased scale or density of development is justified in accordance with policies L2 and L3.

HE6: Proposals affecting designated heritage assets

1. When considering the potential effect of a development proposal on the significance of a designated heritage asset, substantial weight should be given to the asset's conservation 95 (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential effect amounts to a positive effect, harm, substantial harm, or total loss of its significance.

Local Planning Policy

20. 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 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.

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

Material Planning Considerations

21. The main material planning considerations of this application include the principle of development, impact on the character and appearance of the conservation and wider area and impact on neighbours.
22. The automatic number plate recognition (ANPR) cameras have been erected within the car parking area of the food store which surrounded by commercial properties to the north and south and residential premises to the west. The car park is surrounded by Norton conservation area with listed buildings to the south and west.
23. The poles and cameras are fairly discreet and not located within the conservation area although they are close to the boundaries, however given the scale and location of the ANPR cameras it is not considered that they would have a significant adverse visual impact on the conservation area or the wider area given this is a private commercial car park serving an existing food store. There is substantial screening on the western boundary which means the cameras are not highly visible outside the boundaries at the car park.
24. Given the location and size of the ANPR cameras It is therefore considered that the proposal will not have an adverse impact on the conservation area or the surrounding wider area.

25. No objections have been received from the immediate neighbours and given the discreet positioning of these cameras as it is not considered they would have an adverse impact on residents and their amenity. The cameras are fixed and facing the car park and access roads and there is no impact on private amenity areas.
26. Concerns have been raised regarding the operator and their practices however this is not a matter to be considered by this planning department nor are the legality of the existing fines.
27. Concerns have been raised that this is a retrospective permission however the planning system specifically allows someone to apply for planning permission after work has been carried out and this is provided for under section 73A of the Town and Country Planning Act 1990 which is a mechanism used to regularise development that was carried out without permission.
28. Whilst the proposal is retrospective and Policy DM8 of the new NPPF states *“if it is concluded based on evidence that the unauthorised development was intentional, that fact should be given substantial weight in considering whether to grant planning permission”*, this is not a reason for refusal. As explained in the consultation documents the policy does not mean that retrospective applications would be automatically refused. It will remain a matter of planning judgment for the decision-maker to decide whether to grant planning permission in light of the circumstances of each case. Therefore the fact that this is retrospective would not be a reason to refuse the application and the application has to be considered on its merits. It should also be noted that despite concerns raised, the application has been submitted with the appropriate plans and has paid the required fee.
29. Concerns have been raised that the signs and cameras could be distracting to drivers however the cameras are erected above the eye line of drivers and are not distracting. Accordingly, the Highway Transport and Design Manager has raised no objections on highway or pedestrian safety grounds
30. The cameras have been directed on this private car park to ensure with those using the car park are shopping in the Lidl store and it is not used for general parking for the Norton area. This is a private car park and the restrictions in place are at the discretion of the owners and this would not be a reason to refuse the application.

Conclusion

31. In conclusion is not considered that the proposed APNR cameras have a significant adverse impact on the conservation or wider area or on immediate neighbours and it is not considered that the scheme is unacceptable.
32. In view of the considerations set out within this report, the application is recommended to Approved with Conditions.

Financial Implications

No known implications to the Council .

Environmental Implications

See report .

Legal Implications

No known implications to the Council .

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. There are no implications.

Human Rights Implications

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

Ward and Ward Councillors

Ward	Norton Central
Ward Councillor	Councillor Lisa Evans
Ward Councillor	Councillor S I Nelson LLB(Hons) BA (Hons)

Background Papers

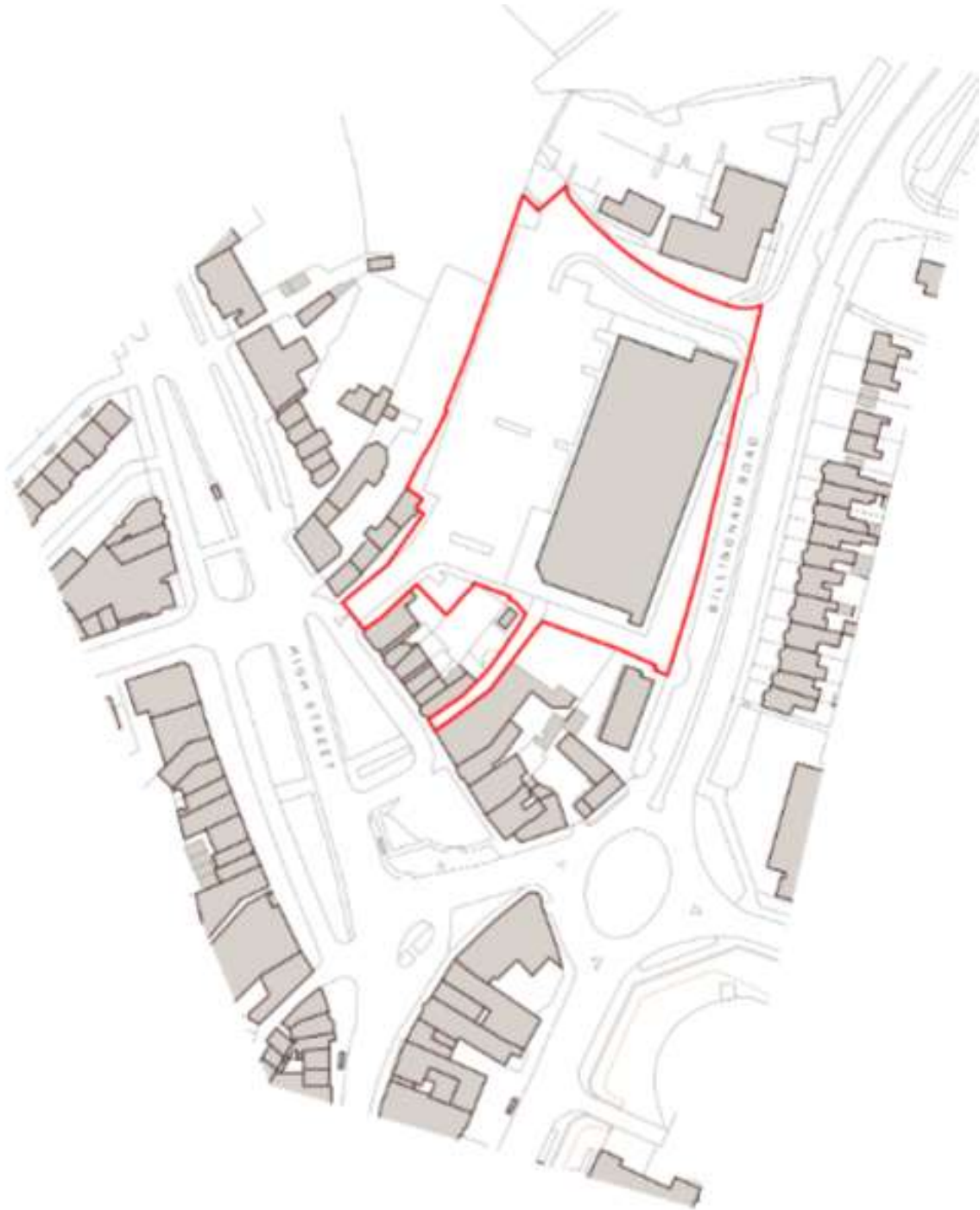
National Planning Policy Framework
National Planning Practice Guidance
Stockton on Tees Local Plan Adopted 2019

Name of Contact Officer: Elaine Atkinson

Post Title: Principal Planning Officer

Telephone number: 01642 526062

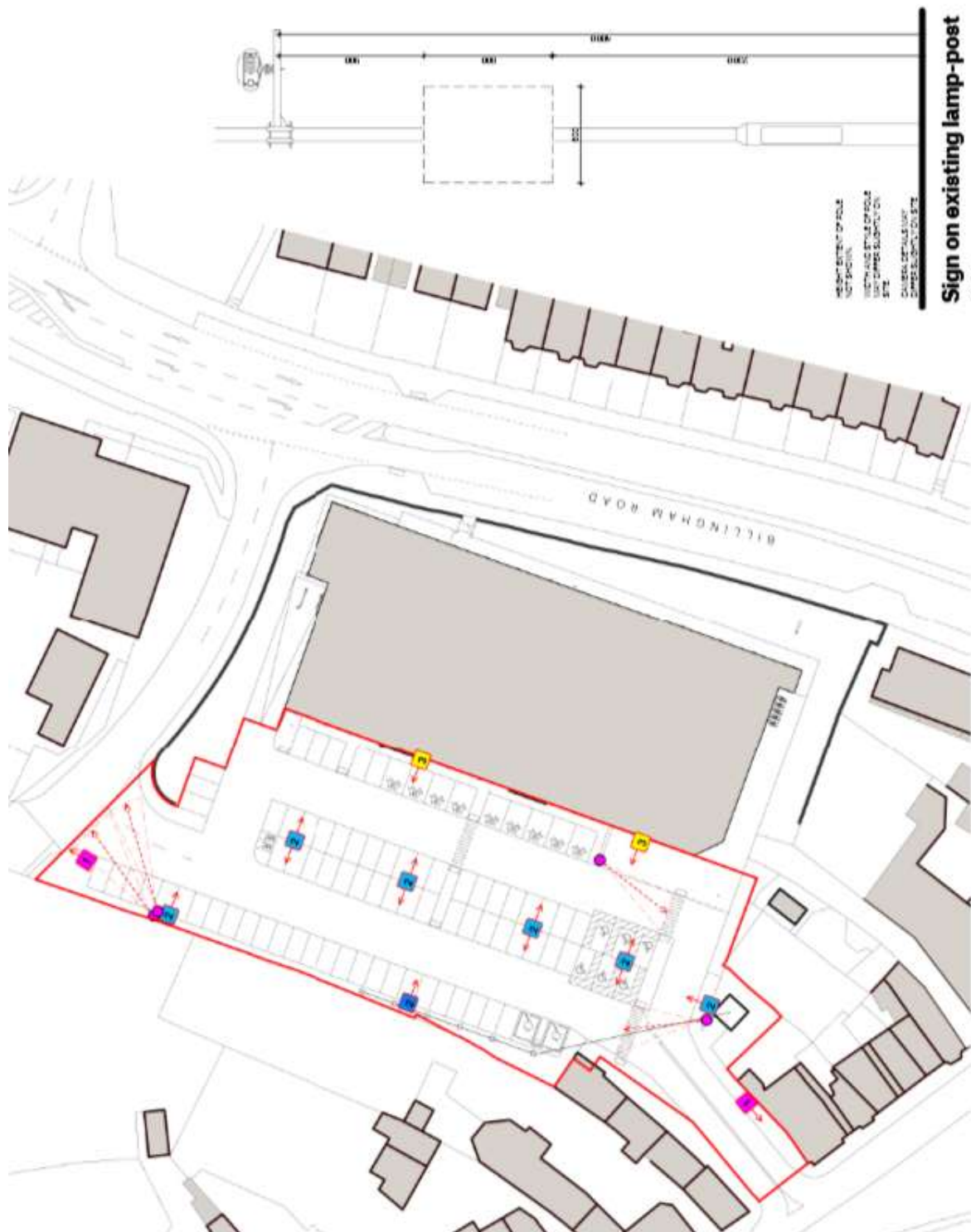
Email Address: Elaine.Atkinson@stockton.gov.uk



Retrospective planning permission is sought for the installation of 4no ANPR cameras to existing lighting columns at Lidl , Billingham Road, Norton

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Appendix B – Site Plan and Camera Details (Labelled 1)



Retrospective planning permission is sought for the installation of 4no ANPR cameras to existing lighting columns at Lidl , Billingham Road, Norton

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DELEGATED

Report to Planning Committee

9 September 2026

Report of Director of Regeneration and Inclusive Growth

26/1070/ADV**Lidl , Billingham Road, Norton****Expiry Date: 11 August 2026****Extension of Time Date: 9 September 2026****Summary**

Retrospective advertisement consent is sought for 13 no non illuminated pole mounted signs and 2no non illuminated wall mounted signs.

There have been a number of objections to the application from the wider area of Stockton and also from a SBC Councillor.

The application has been assessed in full against material planning considerations and there are no adverse impacts on the amenity of the surrounding area or implications for highway and pedestrian safety that would warrant refusal of the application.

The application is recommended for approval with conditions.

Recommendation(s)

That advertisement consent 26/1070/ADV be Approved with Conditions subject to the following conditions and informatives;

01 Time Limit

The permission hereby granted for display of the proposed advertisement shall expire FIVE years from the date of this notice.

Reason: As is required by part 3 (para 16(2)c) of the Town and Country Planning (Control of Advertisements) Regulations 2007.

02 Approved Plans

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

Plan Reference Number	Date Received
08237-ZZ-XX-DR-A-900001	16 June 2026
08237 ZZ-XX-DR-A-990003 P2	21 August 2026

Reason: To define the consent.

03 Standard Conditions

Any advertisement displayed, and any site used for the display of advertisements shall be;

a) Maintained in a clean and tidy condition to the reasonable satisfaction of the Local Planning Authority.

- b) Any structure or hoarding erected or used principally for the purpose of displaying advertisements shall be maintained in a safe condition.
- c) Where an advertisement is required under these Regulations to be removed, the removal shall be carried out to the reasonable satisfaction of the Local Planning Authority.
- d) No advertisement is to be displayed without the permission of the owner of the site or any other person with an interest in the site entitled to grant permission.
- e) No advertisement shall be sited or displayed so as to obscure, or hinder the ready interpretation of, any road traffic sign, railway signal or aid to navigation by water or air, or so as otherwise to render hazardous the use of any highway, railway, waterway (including and coastal waters) or aerodrome (civil or military).

Reason: Standard Conditions imposed by the Regulations

Informative 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.

Site and Surroundings

- 1. The application site is the Lidl Store on Billingham Road in Norton. The site can be accessed from Billingham Road and also from the High Street in Norton.
- 2. Norton Conservation Area is to the south and west, with the entrance falling in the boundaries. There are a number of listed buildings to the south and southeast and Norton Medical Centre is to the north.
- 3. The Store backs onto Billingham Road and there is landscaping alongside the boundary to the west.

Proposal

- 4. The application seeks retrospective advert consent for the erection of non-illuminated advert signs located within the private car park of the adjacent food store. There signage relates to controls of a private car park.
- 5. The description was for 11 pole mounted signs but the ones in the centre of the car park are double sided so for accuracy the description was changed to 13 signs. The plans also showed two signs which were not erected so these have been removed from the drawings. Permission is also sought for 2 wall mounted signs.
- 6. Advertisement consent is required as the signs are 80cm x 60cm (0.48 Square metres). Deemed consent would exist for signs upto 0.3 square metre in area (eg approx. 60cm x 50cm).

Consultations

- 7. Consultees were notified and the following comments were received.
- 8. Highways Transport & Design Manager

Highways Comments: The proposed 11no. Non illuminated pole mounted signs and 2no. Non illuminated wall mounted signs are acceptable; no highway objections are raised.

9. Councillor Barry Woodhouse

I wish to object to the above application on the following grounds

- As I understand it advertisements of more than 0.5m area require planning permission and to erect the signs mentioned without permission may be an offence
- The signs and cameras are in a conservation area of Norton although clear signage is required by law there appears to be a significant over provision
- The cameras appear to be placed at an excessive height which again appears out of character in the conservation area
- The restrictions placed upon the time limits may both force parking elsewhere and damage the trading possibilities of other retailers in this historic area
- The layout of both signs and cameras do in my opinion damage the amenity of the area, are visually intrusive and should require at least a reduction in provision
- I would therefore ask that refusal which is sometimes difficult or at least not be determined further investigations are undertaken into the erection and placing of equipment by companies by either officers and or members of this Council

10. Historic Buildings Officer

No comments received

Publicity

11. Neighbours were notified by individual letters. 18 objections have been received across both applications from residents in the wider Stockton area and a summary of the comments received is below.

- Concerns over the company and their practices
- Concerns this is a retrospective application
- Visual Clutters from the camera and signs
- Concerns about privacy, surveillance and the capture of images beyond the private car park.
- Impact on current outstanding parking charges that have been issued
- Concerns they have not paid for the applications

Planning Policy Considerations

12. Where an adopted or approved development plan contains relevant policies, Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that an application for planning permissions shall be determined in accordance with the Development Plan(s) for the area, unless material considerations indicate otherwise. In this case the relevant Development Plan is the Stockton on Tees Borough Council Local Plan 2019.
13. 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

14. The purpose of the planning system is to contribute to the achievement of sustainable development, by managing the use and development of land in the long-term public interest. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs. 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 (Paragraph 17).
15. Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. The national decision-making policies in the Framework are a material consideration in making decisions and should be read alongside the policies in the development plan.
16. Planning decisions must also reflect relevant international obligations and statutory requirements, as must the preparation of development plans
17. The national decision-making policies should be read as a whole (including relevant footnotes and annexes). Some of these policies indicate how much weight the government would expect a particular consideration to be given, including cases where it is appropriate to give substantial weight to certain benefits, and the limited circumstances in which it is expected that permission would be refused.
18. The following policies are relevant to this application

DM3: Determining development proposals

1. When considering development proposals, local planning authorities should:
 - a. Work with the applicant in a positive and proactive manner, where necessary seeking solutions to problems arising from initial proposals, to enable a timely decision;
 - b. Take a proportionate approach to the consideration of the planning matters raised by the proposals, in a way that reflects their scale, complexity and potential impact;
 - c. Take account of planning matters raised during any pre-application engagement, including any positive responses to this engagement, as well as representations on the proposals;
 - d. Consult statutory or internal consultees only where it is necessary to do so. Decisions on development proposals should not be delayed in order to secure advice from a statutory or internal consultee beyond their statutory deadlines unless there is insufficient information to make the decision, there are public safety risks from proceeding without advice, or more detailed advice may enable an approval rather than a refusal;
 - e. Consider whether otherwise unacceptable development proposals could be made acceptable through the use of planning conditions or planning obligations; and
 - f. Not refuse applications for development which should clearly be approved, having regard to their accordance with the development plan, the policies in this Framework and any other material considerations.

DM8: Unauthorised development and enforcement

1. Where there has been unauthorised development and local planning authorities are considering whether enforcement action is expedient, they should take account of their local enforcement plan, the impact of the breach of planning control, and the extent to which the breach would otherwise be acceptable.
2. In cases of unauthorised development where consideration is being given to an application for retrospective planning permission (or through an enforcement appeal, whether to grant planning permission in respect of a breach of planning control), if it is concluded based on evidence that the unauthorised development was intentional, that fact should be given substantial weight in considering whether to grant planning permission.

NB The Consultation states that this responds to long-standing concerns about the integrity of the planning system being undermined by retrospective permissions. The policy does not mean that retrospective applications would be automatically refused. It will remain a matter of planning judgment for the decision-maker to decide whether to grant planning permission in light of the circumstances of each case.

DP3: Key principles for well-designed places

1. Development proposals should respond to their context (the history, character and features of their site and its setting), so that they integrate with and enhance their surroundings; such as through the arrangement of development plots and buildings, the use of materials and architectural features, and the restoration, reuse and integration of heritage assets. This should not preclude innovation or change where appropriate, especially where an increased scale or density of development is justified in accordance with policies L2 and L3.

HE6: Proposals affecting designated heritage assets

1. When considering the potential effect of a development proposal on the significance of a designated heritage asset, substantial weight should be given to the asset's conservation 95 (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential effect amounts to a positive effect, harm, substantial harm, or total loss of its significance.

Local Planning Policy

19. 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 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.

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

Shop Front Design and Advertisements Technical Guidance and Standards (March 2023)

Material Planning Considerations

20. The main considerations when assessing this application are the impacts on the amenity of the surrounding area and implications for highway and pedestrian safety.

Impact on Amenity of Surrounding Area

21. The NPPF Guidance confirms that “Amenity” is not defined exhaustively in the Town and Country Planning (Control of Advertisements) (England) Regulations 2007, however it includes aural and visual amenity and factors relevant to amenity include the general characteristics of the locality, including the presence of any feature of historic, architectural, cultural or similar interest.
22. The application site is the car park for the Lidl food store which sits on the edge of Norton Conservation Area and the advertisement application relates to the signs for vehicular parking restrictions of the private car park of the food store.
23. The site sits to the rear of the commercial area of Norton. The signage is at the entrances and also on the existing poles in the car park and two on the building. Given the size of the car park it is considered that the scale, form and number of signs are considered to be appropriate within the car park setting.
24. In terms of the conservation area, only one sign at the entrance is visible and it is not considered that this will detract from the setting of the conservation area, nor will it have an impact on the adjacent listed building.
25. The western boundary is heavily screened and the signs will not have an impact on residential amenity.
26. Taking into account the site layout and location and number of the signs, the proposals are considered to accord with policy SD8 and the guidance of the SPD in these respects.

Impact on Public Safety

27. The Highways Transport and Design Manager has considered the works as carried out and raised no objections. The scheme is considered to be acceptable in terms of pedestrian and highway safety considerations.

Residual Matters

28. Concerns have been raised regarding the operator and their practices however this is not a matter to be considered by this planning department nor are the legality of the existing fines.
29. Concerns have been raised that this is a retrospective permission. Whilst the erection of signage without the necessary consent is a criminal offence, consideration has to be given as to whether it would be expedient to take enforcement action. As the signage is considered acceptable is normal practice to apply retrospectively and this would not be a reason to refuse the application.

30. It should be noted that the application has been submitted with the appropriate plans and has paid the required fee.

Conclusion

31. The signage accords with the above-mentioned Local Plan policies and with the SPD on Shop Front Design and Advertisements and with guidance contained within the National Planning Policy Framework (2026) and it is recommended that the application be approved subject to conditions.

Financial Implications: No known implications.

Environmental Implications: See Officer Report

Legal Implications: None

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.

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

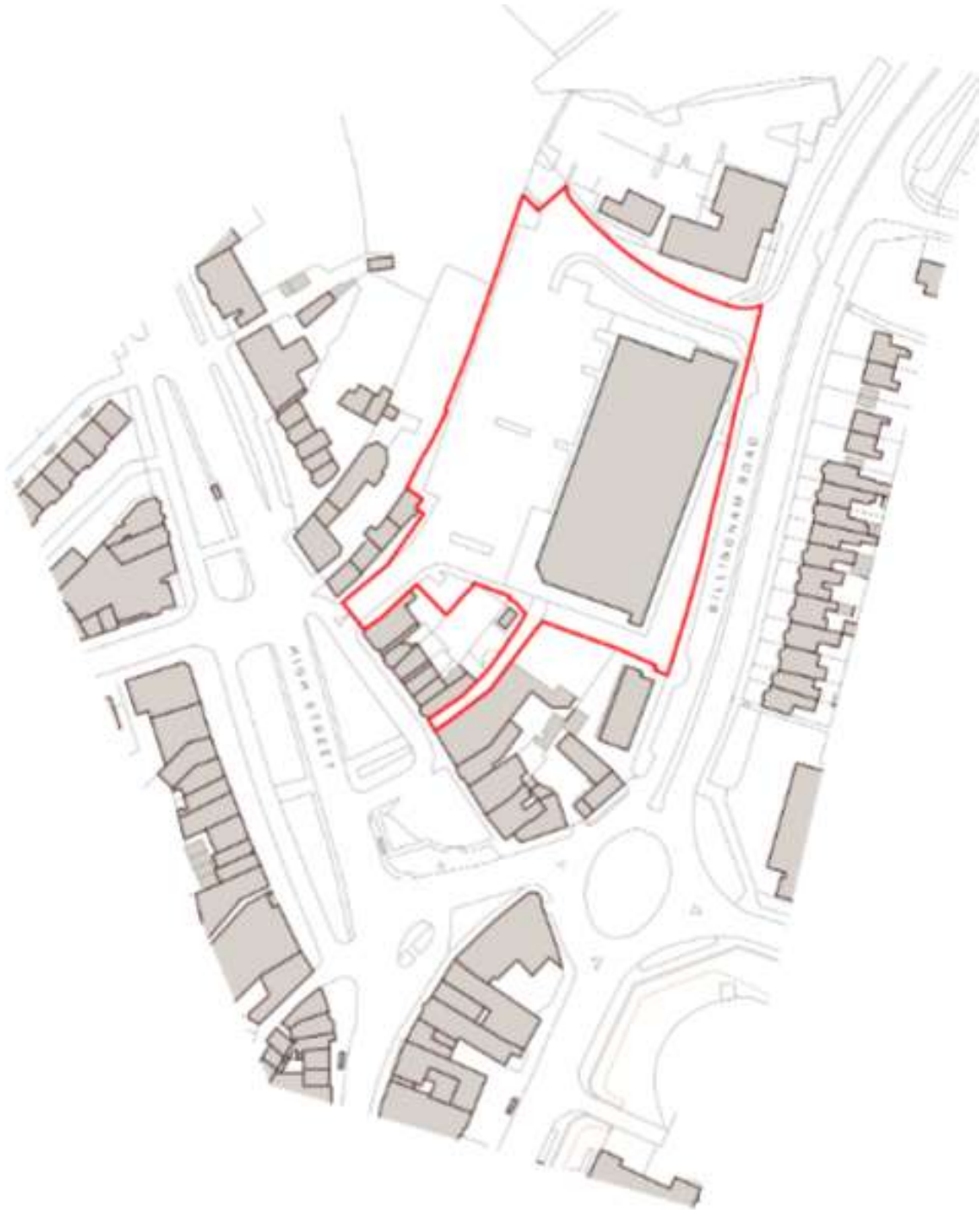
Ward and Ward Councillors

Ward	Norton Central
Ward Councillor	Councillor Lisa Evans
Ward Councillor	Councillor S I Nelson LLB(Hons) BA (Hons)

Background Papers

National Planning Policy Framework
National Planning Practice Guidance
Stockton on Tees Local Plan Adopted 2019
Shop Front Design and Advertisements Supplementary Planning Document (SPG1, 2013)

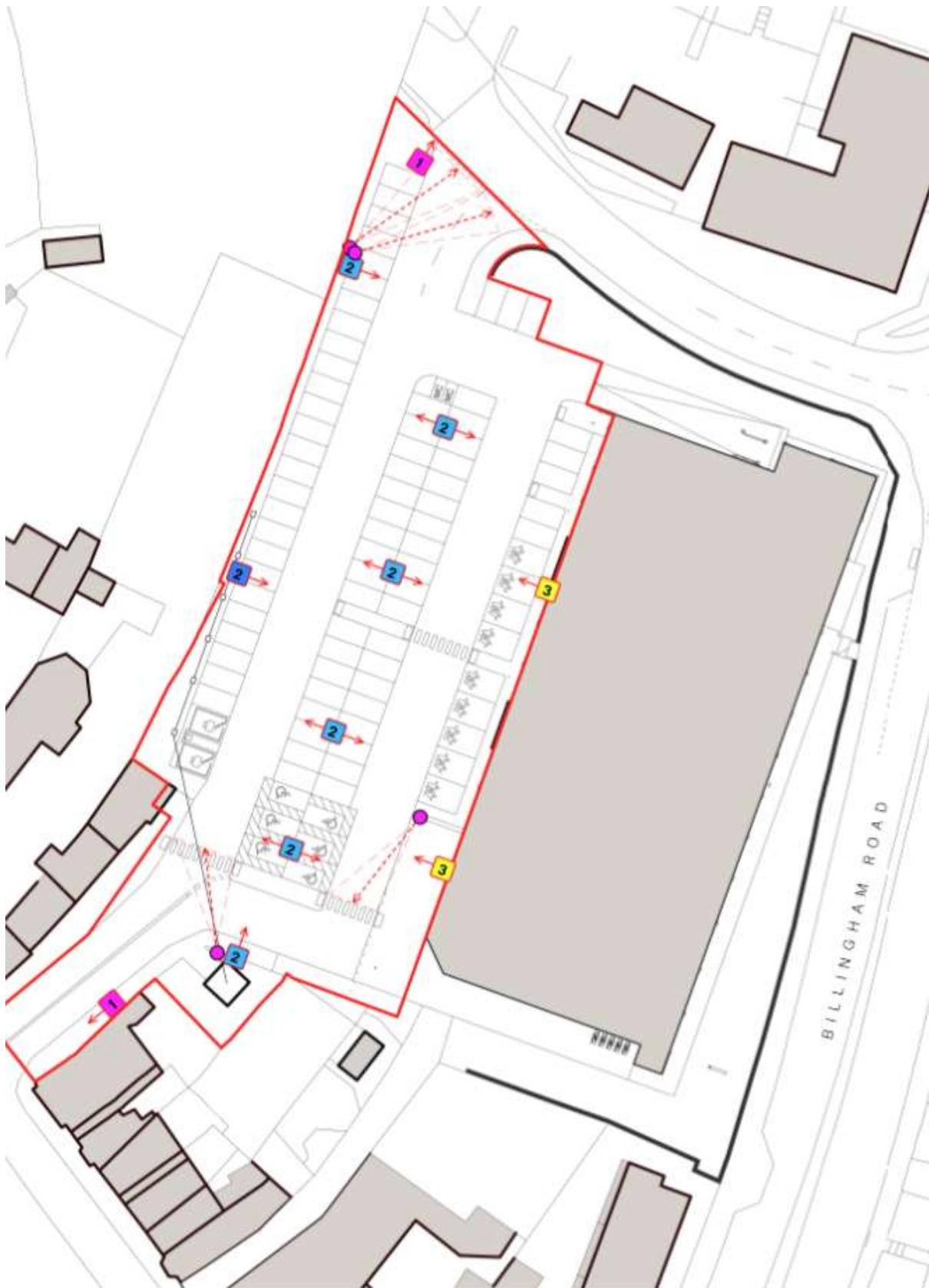
Name of Contact Officer: Elaine Atkinson
Post Title: Principal Planning Officer
Telephone number: 01642 526062
Email Address: Elaine.Atkinson@stockton.gov.uk



Retrospective advertisement consent for 15no non illuminated pole mounted signs and 2no non illuminated wall mounted signs. at Lidl , Billingham Road, Norton

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Appendix B Site Plan showing position of signs (Labelled 2 and 3)



Retrospective advertisement consent for 15no non illuminated pole mounted signs and 2no non illuminated wall mounted signs. at Lidl , Billingham Road, Norton

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Appendix C Signs

SIGN 1 - ENTRANCE SIGN
(NOT TO SCALE)



SIGN 2 - TERMS AND
CONDITIONS SIGN
(NOT TO SCALE)



SIGN 3 - INFORMATION SIGN
(NOT TO SCALE)



Signage (Front Elevation)

Retrospective advertisement consent for 15no non illuminated pole mounted signs and 2no non illuminated wall mounted signs. at Lidl , Billingham Road, Norton

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DELEGATEDReport to Planning Committee
9 September 2026

Report of Director of Regeneration and Inclusive Growth

26/0321/LA**Retrospective Planning permission for the temporary change of use of a section of public green space to site compound, including erection of 2.5m gate and fence
Land Adjacent To Fire Station, Master Road, Thornaby****Expiry Date: 14 May 2026****Extension of Time Date: 09 September 2026****Summary**

Retrospective Planning permission is sought for the temporary change of use of a section of public green space to site compound, including erection of 2.5m gate and fence.

The compound is required as part of the Thornaby Town Deal cycleways scheme.

The application has been considered in full and there are no reasons to refuse the application given the temporary nature of the works and the need for a laydown area. The site shall be restored to its former condition once works are complete, and this has been secured via a planning condition.

Overall, given the temporary nature of the works it is considered that the scheme is acceptable and recommended for approval with conditions.

Recommendation(s)

That planning application 26/0321/LA be approved subject to the following conditions and informatives;

01 Approved Plans

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

Plan Reference Number	Date Received
A11600-SK-1000	6 March 2026
A11600-SK-6001	18 March 2026
A11600-SK-1002 A	2 March 2026

Reason: To define the consent.

02 Temporary Consent

The site compound hereby permitted shall be retained for a temporary period only and shall be removed in its entirety no later than 31 December 2027. All structures and means of enclosure shall be removed, and the land shall be restored to its former condition.

Reason: The site compound is required to support development on a temporary basis only, and the Local Planning Authority considers it necessary to retain control over its duration in the interests of the character and appearance of the area and the amenities of neighbouring occupiers, in accordance with the relevant policies of the Development Plan.

Informative 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.

Site and Surroundings

1. The application site relates to an area of green open space, located to the eastern side of Master Road in Thornaby, opposite the North East Logistics Academy and south east of the Fire Station.
2. The land is allocated as open space in the Local Plan.

Proposal

3. Retrospective Planning permission is sought for the temporary use of an area of open space, approximately 40m x 15m to use as a site compound as part of the Thornaby Town Deal cycleways scheme.
4. The site compound has already been constructed and comprises of secure fence hoarding measuring 2.5m in height around the perimeter with 2no entrance gates taken directly from Master Road.

Consultations

5. Consultees were notified and the following comments were received.
6. Highways Transport & Design Manager
Highways Comments : There are no highway objections to this change of use.
7. SBC Environmental Health
Concerns over noise should the generators run overnight

Publicity

8. Neighbours were notified by individual letters. No comments have been received.

Planning Policy Considerations

9. Where an adopted or approved development plan contains relevant policies, Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that an application for planning permissions shall be determined in accordance with the Development Plan(s) for the area, unless material considerations indicate otherwise. In this case the relevant Development Plan is the Stockton on Tees Borough Council Local Plan 2019.
10. Section 143 of the Localism Act came into force on the 15 January 2012 and requires the Local Planning Authority to take local finance considerations into account, this section s70(2) Town and Country Planning Act 1990 as amended requires in dealing with such an application the authority shall have regard to a) the provisions of the development plan, so far as material to the application, b) any local finance considerations, so far as material to the application and c) any other material considerations.

National Planning Policy Framework

11. The purpose of the planning system is to contribute to the achievement of sustainable development, by managing the use and development of land in the long-term public interest. At a very high level, the objective of sustainable development

can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs. 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 (Paragraph 17).

12. Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. The national decision-making policies in the Framework are a material consideration in making decisions and should be read alongside the policies in the development plan.
13. Planning decisions must also reflect relevant international obligations and statutory requirements, as must the preparation of development plans.
14. The national decision-making policies should be read as a whole (including relevant footnotes and annexes). Some of these policies indicate how much weight the government would expect a particular consideration to be given, including cases where it is appropriate to give substantial weight to certain benefits, and the limited circumstances in which it is expected that permission would be refused.
15. The following policies are relevant to this application

DM3: Determining development proposals

1. When considering development proposals, local planning authorities should:

- a. Work with the applicant in a positive and proactive manner, where necessary seeking solutions to problems arising from initial proposals, to enable a timely decision;
- b. Take a proportionate approach to the consideration of the planning matters raised by the proposals, in a way that reflects their scale, complexity and potential impact;
- c. Take account of planning matters raised during any pre-application engagement, including any positive responses to this engagement, as well as representations on the proposals;
- d. Consult statutory or internal consultees only where it is necessary to do so. Decisions on development proposals should not be delayed in order to secure advice from a statutory or internal consultee beyond their statutory deadlines unless there is insufficient information to make the decision, there are public safety risks from proceeding without advice, or more detailed advice may enable an approval rather than a refusal;
- e. Consider whether otherwise unacceptable development proposals could be made acceptable through the use of planning conditions or planning obligations; and
- f. Not refuse applications for development which should clearly be approved, having regard to their accordance with the development plan, the policies in this Framework and any other material considerations.

DM8: Unauthorised development and enforcement

1. Where there has been unauthorised development and local planning authorities are considering whether enforcement action is expedient, they should take account of their local enforcement plan, the impact of the breach of planning control, and the extent to which the breach would otherwise be acceptable.
2. In cases of unauthorised development where consideration is being given to an application for retrospective planning permission (or through an enforcement appeal, whether to grant planning permission in respect of a breach of planning control), if it is concluded based on evidence that the unauthorised development was intentional, that fact should be given substantial weight in considering whether to grant planning permission.

NB The Consultation states that his responds to long-standing concerns about the integrity of the planning system being undermined by retrospective permissions. The policy does not mean that retrospective applications would be automatically refused. It will remain a matter of planning judgment for the decision-maker to decide whether to grant planning permission in light of the circumstances of each case.

HC7: Development affecting existing recreational land and facilities

1. Development proposals should not result in the loss of existing open space, sports and recreational buildings and land, including playing fields, other formal and informal play space and allotments, unless:
 - a. An assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or
 - b. The loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality, in a location which offers comparable or improved accessibility for the community it serves; or
 - c. The development is for public service infrastructure, and the resulting loss would be replaced by equivalent or better provision in terms of quantity and/or quality; or
 - d. The development is for alternative open space, sports and recreational buildings and land, the benefits of which clearly outweigh the loss of the current or former use.

Local Planning Policy

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

Policy SD1 - Presumption in favour of Sustainable Development

1. In accordance with the Government's National Planning Policy Framework (NPPF), when the Council considers development proposals it will take a positive approach that reflects the presumption in favour of sustainable development contained in the NPPF. It will always work proactively with applicants jointly to find solutions which mean that proposals for sustainable development can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.
2. Planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.
3. Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise - taking into account whether:
 - Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole; or,
 - Specific policies in that Framework indicate that development should be restricted.

Policy SD5 -Natural, Built and Historic Environment

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

1. Conserve and enhance the natural, built and historic environment through a variety of methods including:
 - a. Ensuring that development proposals adhere to the sustainable design principles identified within Policy SD8.
 - c. Protecting and enhancing green infrastructure networks and assets, alongside the preservation, restoration and re-creation of priority habitats, ecological networks and the protection and recovery of priority species.
 - j. Ensuring development proposals are responsive to the landscape, mitigating their

visual impact where necessary. Developments will not be permitted where they would lead to unacceptable impacts on the character and distinctiveness of the Borough's landscape unless the benefits of the development clearly outweigh any harm. Wherever possible, developments should include measures to enhance, restore and create special features of the landscape.

l. Preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of ground, air, water, light or noise pollution or land instability. Wherever possible proposals should seek to improve ground, air and water quality.

Policy SD8 – Sustainable Design Principles

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

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

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

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.

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

1. Through partnership working, the Council will protect and support the enhancement, creation and management of all green infrastructure to improve its quality, value, multi-functionality and accessibility in accordance with the Stockton-on-Tees Green Infrastructure Strategy and Delivery Plan.

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.

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

- a. it would not result in physical or visual coalescence of built-up areas;

- b. it would not adversely impact on local character or the separate identity of communities;
- c. it would not adversely impact on recreational opportunities; and
- d. it would not adversely impact on biodiversity.

Material Planning Considerations

Principle of Development

- 17. The site is allocated as open space within the Stockton-on-Tees Local Plan. Policy ENV5 (Open Space, Landscape and Green Infrastructure) seeks to protect such areas from development unless it can be demonstrated that the proposal would not adversely affect the quantity, quality, or accessibility of open space provision. In addition, Policy SD2 (Sustainable Design Principles) requires development to positively respond to its surroundings and protect environmental assets.
- 18. At a national level, the NPPF (2026), Policy HC7 states that development proposals should not result in the loss of existing open space, unless it meets certain criteria, one of which is that the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality.
- 19. In this case, the proposal relates to a small section of a wider area of open space and is required on a temporary basis only to facilitate development of the Thornaby Cycleway schemes. Subject to a condition limiting the duration of the use and requiring restoration of the land, the proposal would not result in the permanent loss of open space or prejudice its overall function or accessibility.
- 20. Accordingly, the principle of development is considered acceptable having regard to Policies SD2 and ENV5 of the Stockton Local Plan and Policy HC7 of the 2026 NPPF.
- 21. Whilst the proposal is retrospective and Policy DM8 of the new NPPF states “*if it is concluded based on evidence that the unauthorised development was intentional, that fact should be given substantial weight in considering whether to grant planning permission*”, this is not a reason for refusal. As explained in the consultation documents the policy does not mean that retrospective applications would be automatically refused. It will remain a matter of planning judgment for the decision-maker to decide whether to grant planning permission in light of the circumstances of each case.

Character and appearance

- 22. The site compound, by virtue of its secure hoarding and utilitarian appearance, represents a somewhat incongruous feature within the open space setting.
- 23. Policy SD2 of the Stockton Local Plan requires development to contribute positively to local character and visual amenity. While the compound introduces a temporary visual impact, its limited footprint and timeframe ensure that any harm is not significant or permanent.
- 24. Given its temporary nature and limited scale, the proposal is not considered to result in unacceptable harm to the character or visual amenities of the area in accordance with Policy SD2 and the NPPF.

Impact on Neighbours

- 25. The nearest residential premises is opposite some 30 metres from the compound

and whilst there is a visual impact, it is temporary. There is a generator on site which runs from 07:15-17:00 only and therefore noise disturbance is not considered to be to an unacceptable level.

26. Overall, as the use is temporary, the proposal is considered acceptable in terms of its impact on neighbouring amenity, consistent with Policy SD2 of the Local Plan.

Highways and Pedestrian Safety

27. Access to the compound is taken directly from Master Road via two gates. The Highways Transport and Design Manager has been consulted on the application and raise no objection to the development.
28. Given the scale and temporary nature of the proposal, no highway impacts have been identified which could be considered unacceptable.

Other Matters

29. Biodiversity Net Gain is not considered applicable in this instance due to the temporary nature of the development and the requirement to restore the land.

Conclusion

30. The proposal represents an acceptable temporary use of a small part of designated open space to support wider development activity within the Borough. While it results in a short-term visual impact and temporary loss of open space, these impacts are limited, reversible, and appropriately controlled through condition.
31. Subject to appropriate planning conditions, including a three-year time limit and restoration of the land, the development is considered to accord with Policies SD2 and ENV5 of the Stockton-on-Tees Local Plan and the guidance contained within the NPPF.

Financial Implications

No known implications other than the associated costs of implementation of the proposals/maintenance.

Environmental Implications

See report

Legal Implications

None

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.

Human Rights Implications

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

Ward and War Councillors

Ward Village

Ward Councillor Councillor Ian Dalgarno

Ward Councillor Councillor Mick Moore

Background Papers

National Planning Policy Framework

National Planning Practice Guidance

Stockton on Tees Local Plan Adopted 2019

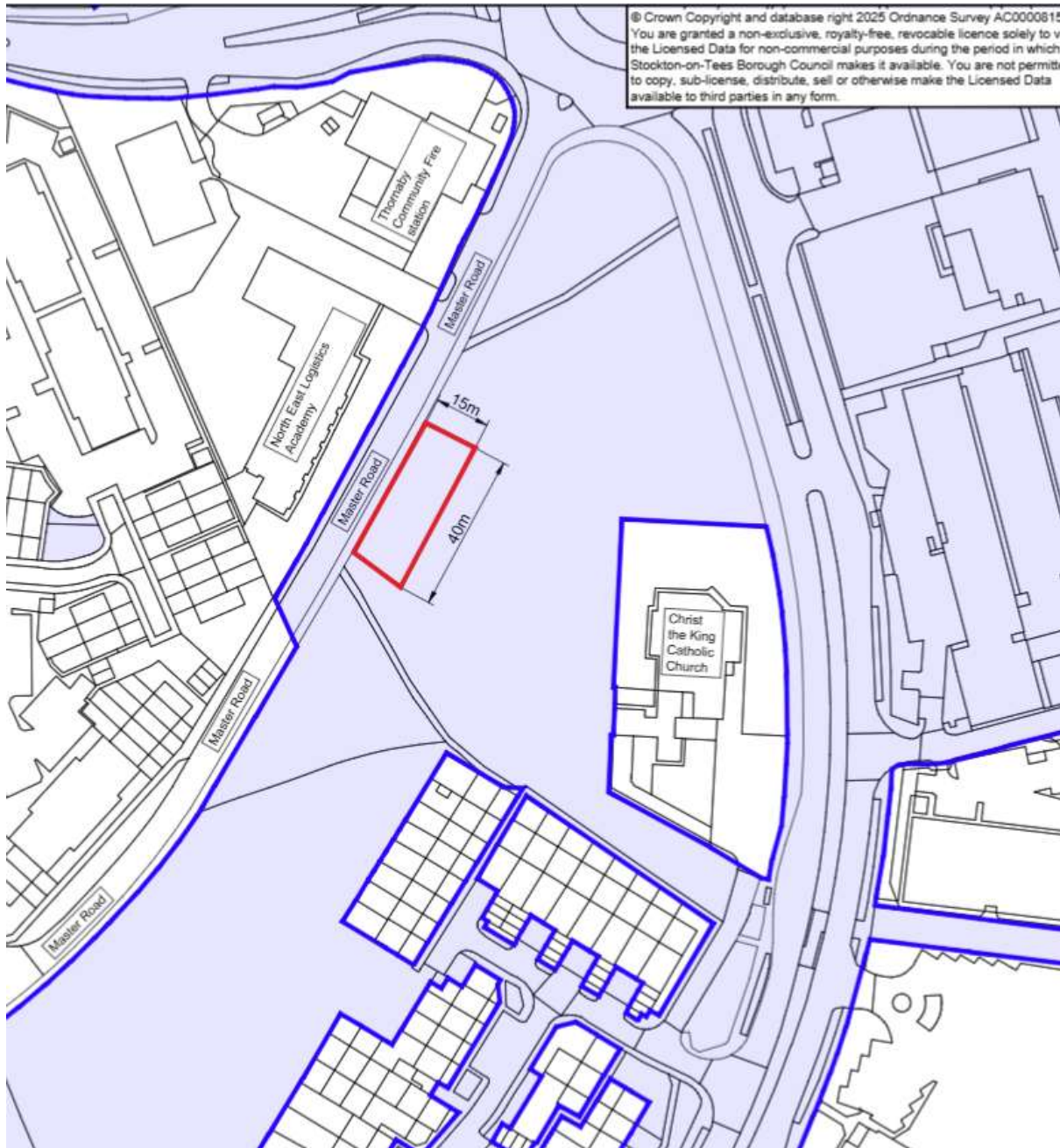
Name of Contact Officer: Elaine Atkinson

Post Title: Planning Officer

Telephone number: 01642 526062

Email Address: Elaine.Atkinson@stockton.gov.uk

APPLICATION 26/0321/LA
APPENDIX A
SITE LOCATION PLAN



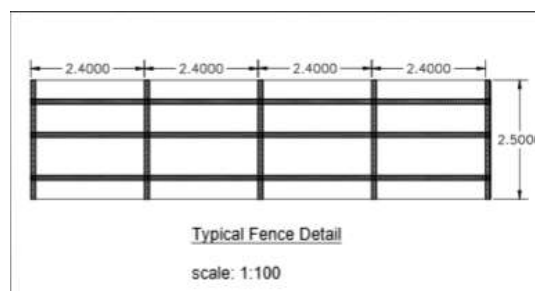
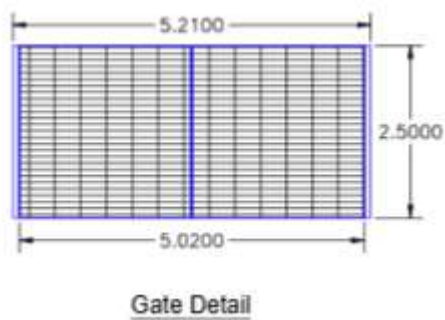
Retrospective Planning permission for the temporary change of use of a section of public green space to site compound, including erection of 2.5m gate and fence at Land Adjacent To Fire Station, Master Road, Thornaby

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DELEGATED

Report to Planning Committee

09 September 2025

Report of Director of Regeneration and Inclusive Growth

25/0759/LA**Land East of Clarendon Road, Thornaby****Expiry Date: 31 July 2025****Extension of Time Date: 9 September 2026****Summary**

Planning permission is sought for the provision of a new footpath and cycleway as part of wider pedestrian/cycle network improvement scheme across the Borough.

The application was presented to planning committee on the 5 November 2025 and was deferred to allow for additional information to be obtained to address issues that had been highlighted by Cleveland Police. A request was also made that an arborist attend the next meeting to discuss the removal of trees should a deferral be agreed. The report has been updated to consider the revised layout and changes to the National Planning Policy Framework. The original Committee Report is attached for information.

Since the deferral of the application, officers have met with Cleveland Police, and a revised scheme has been submitted which includes the realignment of the footpath. The amended proposal was subject to further consultation. Cleveland Police have maintained their objection to the development. While these concerns are acknowledged, officers consider that, when weighed against the wider public benefits of the proposal and the mitigation measures put forward, the planning balance remains in favour of the development. Accordingly, the recommendation remains one of approval.

In accordance with the Councils scheme of delegation, the application is to be determined by Planning Committee as the application is Local Authority development with a total site area of over 500 square metres.

Recommendations

That planning application 25/0759/LA be approved subject to the following conditions;

01 Time Limit

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

Reason: By virtue of the provision of Section 91 of the Town and Country Planning Act 1990 (as amended).

02 Approved Plans

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

Plan Reference Number
T2-05-SBC-20001 Rev P3

Date Received
13 August 2026

Reason: To define the consent.

03 Contaminated Land

No development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), shall take place until a scheme that includes the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:

- a) A preliminary risk assessment which has identified all previous uses; potential contaminants associated with those uses; a conceptual model of the site indicating sources, pathways and receptors and potentially unacceptable risks arising from contamination at the site.
- b) A detailed assessment of the risk to all receptors that may be affected, including those off site.
- c) Based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
- d) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

This must be undertaken in accordance with the Environment Agencies "Land Contamination Risk Management" guidance (2023). Any changes to these components require the express written consent of the local planning authority. The scheme shall be implemented as approved.

Reason: To ensure that new development is appropriate for its location, taking into account risks posed by pollution and other hazards; that any impacts which development might have are taken into account in accordance with P2 of the National Planning Policy Framework.

04 Dust Omissions

The development hereby permitted shall be undertaken in accordance with a scheme which has first been submitted to and approved in writing to control dust emissions, such as dampening down, dust screens and wheel washers to prevent mud being tracked onto the highway. Mobile crushing and screening equipment shall have any appropriate local authority PPC permit required and a copy of this permit available for inspection.

Reason: To protect the residential amenity of existing residents from the development in accordance with Policy SD8 of the Stockton on Tees Local Plan and P3 of the National Planning Policy Framework.

05 Construction Hours

In undertaking the development that is hereby approved:

No external construction works, works of demolition, deliveries, external running of plant and equipment shall take place other than between the hours of 0800 to 1800 on Monday to Friday and 0900 to 1300 on Saturday.

No internal works audible outside the site boundary shall take place on the site other than between the hours of 0800 to 1800 on Monday to Friday and 0900 to 1300 on Saturday.

No construction works or works of demolition whatsoever, including deliveries, external running of plant and equipment, internal works whether audible or not outside the site boundary, shall take place on Sundays, Public or Bank Holidays.

For the purposes of this condition, construction works are defined as: The carrying out of any building, civil engineering or engineering construction work involving the use of plant and machinery including hand tools.

Reason: To protect the residential amenity of existing residents from the development in accordance with Policy SD8 of the Stockton on Tees Local Plan and P3 of the National Planning Policy Framework.

06 Biodiversity Net Gain

The development hereby permitted shall be carried out in accordance with the submitted Biodiversity Net Gain Assessment, submitted 13 August 2026 (project ref 65211061) 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.

Reason: In the interests of ensuring measurable net gains to biodiversity and allow the LPA to discharge its duties in accordance with Policies SD5, SD8 and ENV5 of the Stockton-on-Tees Local Plan and N2 of the National Planning Policy Framework.

07 Landscaping Softworks

Notwithstanding the submitted plans, no development shall commence until full details of soft landscaping and associated maintenance has been submitted to and been approved in writing by the Local Planning Authority. Those details shall include; a detailed planting plan and specification of works (indicating soil depths, plant species, numbers, densities, locations inter relationship of plants, stock size and type, grass, and planting methods including construction techniques for pits in hard surfacing and root barriers); a phasing programme for the implementation of landscaping and associate maintenance; details of all existing or proposed utility services that may influence proposed tree planting shall be indicated on the planting plan.

The soft landscape maintenance details should include details of access routes to demonstrate operations can be undertaken from publicly accessible land, long term design objectives, management responsibilities and maintenance schedules for all landscape areas/ retained vegetation, other than small privately owned domestic gardens. Landscape maintenance shall be detailed for the initial 5 year establishment from date of completion of the total scheme regardless of any phased development period followed by a long-term management plan for a period of 20 years.

The landscape management plan shall be carried out as approved. All planting works shall be in accordance with the approved plans and details and shall be implemented prior to the first planting season following completion of each identified phase of development. Any vegetation within a period of 5 years from the date of from the date of completion of the total works that is dying, damaged, diseased or in the opinion of the Local Planning Authority is failing to thrive shall be replaced by the same species of a size at least equal to that of the adjacent successful planting in the next planting season.

Reason: To ensure satisfactory landscaping to improve the appearance of the site in the interests of visual amenity and in accordance with Local Plan Policy SD8 and N3 NPPF

08 Lighting

Notwithstanding the submitted plans, no development shall commence until full details of the lighting scheme to illuminate the cycleway have been submitted to and agreed in writing by the Local Planning Authority. The scheme should detail the type of luminaries and their Lumen levels, locations, means of affixation, heights, angles plus the level of light trespass in lux. The position of all columns shall avoid conflict with the positions of trees as approved under condition 08. The lighting shall be implemented wholly in accordance with the agreed scheme prior to the cycleway becoming operational.

The scheme shall demonstrate how the occupiers of the neighbouring premises will be protected from light intrusion.

Reason: To enable the Local Planning Authority to control details and in the interests of the amenity of adjoining residents, amenity of the area and protection of biodiversity on and adjacent to the site and in accordance with Local Plan Policy SD8 and P3 of the National Planning Policy Framework.

09 Discharge of Surface Water

The development hereby approved shall not be commenced on site, until a scheme for 'the implementation, maintenance and management of a Sustainable Surface Water Drainage Scheme has first been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details, the scheme shall include but not be restricted to providing the following details;

- I. Detailed design of the surface water management system; (for each phase of the development).
- II. Detailed overland flow management assessment & Integration with Adoptable Drainage Network
- III. Finished Floor Levels (FFLs) – Minimum finished floor levels shall be set based on the development's post-construction flood risk profile, including critical water levels arising from the 1 in 100-year event plus 40% climate change allowance, with a suitable freeboard applied.
- IV. A build programme and timetable for the provision of the critical surface water drainage infrastructure;
- V. A management plan detailing how surface water runoff from the site will be managed during the construction phase;
- VI. Details of adoption responsibilities

Reason: To ensure the site is developed in a manner that will not increase the risk of surface water flooding to site or surrounding area, in accordance with the Local Plan Policies SD5 & ENV4 and N2 National Planning Policy Framework.

10 Ecological Mitigation Measures

All ecological mitigation/ recommendation measures within Chapter 4 of the submitted preliminary ecological appraisal report as received by the Local Planning Authority 13 August 2026 shall be implemented throughout the development in full accordance with the advice and recommendations.

Reason: To preserve, protect and enhances the biodiversity of the site in accordance with Local Plan Policy ENV5 and the NPPF

Informative Reason for Planning Approval

Informative: Working Practices

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

Site and Surroundings

1. The application site lies relates to a parcel of land which runs to the east of Clarendon Road in Thornaby. The land abuts residential dwellings either side with St Patricks Catholic College set to the northeast of the bend off Baysdale Road. The land abuts Milbank Lane to the south and extends northwards to the bend of Redcar Road and Humber Road. The site to which this application relates, however, terminates just north of the bend off Baysdale Road, adjacent to the school entrance.
2. The land comprises a grassed area containing trees around the periphery, mainly grouped to the south of the parcel of land. There is an existing footpath network which runs along the rear of the properties to the east.
3. The site lies within the defined settlement limits of the main conurbation and is designated open space within the Stockton Local Plan.

Proposal

4. Planning permission is sought for the provision of a new footpath and cycleway together with associated landscaping and lighting, to be constructed through the land, connecting Milbank Lane and the main entrance of St Patricks Catholic College.
5. The proposal is part of a wider pedestrian/cycle network improvement scheme across the Borough and involves the provision of new pedestrian/cycle safety features.
6. The plans have been amended to including the following changes
 - To combat antisocial behaviour the scheme incorporates various design measures intended to discourage an authorised access and reduce opportunities social behaviour
 - Installation of barriers to help control access at key points of entry
 - Installation of boulders as part of access control measures
 - A revised cycle in footpath alignment relocated for the east increasing in the distance from residents back fences
 - Reduction in the number of trees to be removed

Consultations

6. Consultees were notified, and the following comments were received on the revised plans.

Cleveland Police

In relation to this application, my previously submitted comments, below, still stand.

ALL roadways and pathways, adopted or otherwise, are recommended to be to BS5489-1:2020 standards with a uniformity preferably to Secured by Design recommended one of 40%, as a minimum 25%.

Any proposed PROW, informal pathways, cycle lanes etc. are to be incorporated into active street frontages to avoid creating potential crime generators and are to be lit to the above standard.

With the above considerations I would not recommend the route to rear of properties at Clarendon Rd. 25/0759/LA, as it could become an additional problem to those already referenced by residents.

I have also liaised with the local policing team who confirm the issue at the location with off road motorcycle nuisance and any cycle route would exacerbate the issue.

Police would not support this proposal.

Publicity

7. Neighbours were notified by individual letters and wider publicity has been given via a site notice. Three additional objections have been received which are summarised

Objections

- Revised proposals have not gone far enough to protect the area from anti-social behaviour.
- The rear of properties are exposed with increased footfall and a highway for illegal ebikes on drug runs and such like.
- Development will make it impossible for dog walkers and children to be able to play in the community space as they do currently enjoy.
- Police do not currently fully support the proposals
- Nothing at all is being done to combat the flooding issue
- Loss of the green area
- Why not continue the cycle path along the road

Planning policy Considerations

8. Where an adopted or approved development plan contains relevant policies, Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that an application for planning permissions shall be determined in accordance with the Development Plan(s) for the area, unless material considerations indicate otherwise. In this case the relevant Development Plan is the Stockton on Tees Borough Council Local Plan 2019.
9. 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.
10. Where an adopted or approved development plan contains relevant policies, Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that an application for planning permissions shall be determined in accordance with the Development Plan(s) for the area, unless material considerations indicate otherwise. In this case the relevant Development Plan is the Stockton on Tees Borough Council Local Plan 2019.
11. 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

12. The purpose of the planning system is to contribute to the achievement of sustainable development, by managing the use and development of land in the long-

term public interest. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs. 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 (Paragraph 17).

Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. The national decision-making policies in the Framework are a material consideration in making decisions and should be read alongside the policies in the development plan.

Planning decisions must also reflect relevant international obligations and statutory requirements, as must the preparation of development plans.

The national decision-making policies should be read as a whole (including relevant footnotes and annexes). Some of these policies indicate how much weight the government would expect a particular consideration to be given, including cases where it is appropriate to give substantial weight to certain benefits, and the limited circumstances in which it is expected that permission would be refused.

The following policies are relevant to this application

DM3: Determining development proposals

1. When considering development proposals, local planning authorities should:

- a. Work with the applicant in a positive and proactive manner, where necessary seeking solutions to problems arising from initial proposals, to enable a timely decision;
- b. Take a proportionate approach to the consideration of the planning matters raised by the proposals, in a way that reflects their scale, complexity and potential impact;
- c. Take account of planning matters raised during any pre-application engagement, including any positive responses to this engagement, as well as representations on the proposals;
- d. Consult statutory or internal consultees only where it is necessary to do so. Decisions on development proposals should not be delayed in order to secure advice from a statutory or internal consultee beyond their statutory deadlines unless there is insufficient information to make the decision, there are public safety risks from proceeding without advice, or more detailed advice may enable an approval rather than a refusal;
- e. Consider whether otherwise unacceptable development proposals could be made acceptable through the use of planning conditions or planning obligations; and
- f. Not refuse applications for development which should clearly be approved, having regard to their accordance with the development plan, the policies in this Framework and any other material considerations.

TR8: Public rights of way

1. Development proposals should:

- a. Protect and enhance the network of public rights of way, including through suitable diversions agreed with the highway authority; and
- b. Take opportunities to extend, link or improve the quality of existing routes where this enables one or more of the following:
 - i. Improved access to green spaces and the countryside;
 - ii New direct and circular routes and connections between local and long-distance footpaths, bridleways and cycle routes;
 - iii. The provision of accessible, safe and convenient links to services and facilities;

and

iv. Improved connections with public transport stops and interchanges.

HC7: Development affecting existing recreational land and facilities

1. Development proposals should not result in the loss of existing open space, sports and recreational buildings and land, including playing fields, other formal and informal play space and allotments, unless:

- a. An assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or
- b. The loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality, in a location which offers comparable or improved accessibility for the community it serves; or
- c. The development is for public service infrastructure, and the resulting loss would be replaced by equivalent or better provision in terms of quantity and/or quality; or
- d. The development is for alternative open space, sports and recreational buildings and land, the benefits of which clearly outweigh the loss of the current or former use.

HC8: Development affecting Local Green Space

1. Development proposals for land which has been designated as Local Green Space should be determined in a manner consistent with the relevant national decision-making policies for land in the Green Belt, excluding provisions relating to grey belt and previously developed land.

P3: Living conditions and pollution

1. Development proposals should be appropriate for their location, taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, whether these effects are on or off-site; and whether this is as a result of the development itself or the product of preexisting conditions in its vicinity. In assessing the potential effects of pollution, consideration should be given to the potential sensitivity of the site, and its intended occupiers and users, as well as that of the environment and population in the surrounding area (including where certain groups could be particularly vulnerable to its effects, such as children and older people).

2. Within this context development proposals should:

- a. Provide healthy living conditions for occupiers and users in terms of adequate access to light and avoiding exposure to levels of air, noise, artificial light or other sources of pollution which could have an unacceptable adverse effect on health and the quality of life. Where necessary suitable mitigation measures should be incorporated to secure acceptable living conditions;

Local Planning Policy

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.
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.

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.

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.

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.

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

- Retaining essential infrastructure that will facilitate sustainable passenger movements by bus, rail and water;
- Supporting proposals for the provision of infrastructure which will improve the operation, punctuality and reliability of public transport services;

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

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

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.

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:

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

Material Planning Considerations

14. Since the NPPF has been amended it is considered necessary to revisit each section of the previous material considerations and whether there are any amendments to change the recommendation as well as considering the revised plans:

- The principle of development.
- Visual and Landscape Impact

- Amenity Impact
- Highway Implications
- Flood Risk and Drainage
- Biodiversity Net Gain
- Other Matters

Principle of Development

15. The application site lies within the development limits of the main conurbation and is designated open space as allocated in the Stockton on Tees Local Plan.
16. Policy ENV6 (3) which specifically relates to open space states that the Council will protect and enhance open space throughout the Borough to meet community needs and enable healthy lifestyles. It advises that the loss of any open space would not be supported unless the proposal is for another sport or recreational provision, the needs of which would clearly outweigh the loss, or the proposal is ancillary to the use of the open space. In all cases, it would need to be demonstrated that there would be no significant harm to the character and appearance of the area.
17. Policy SD6 relates to transport and infrastructure strategy and states that the Council will work with partners to deliver a sustainable transport network which will be achieved through improvements to the public transport network, routes for pedestrians, cyclists and other users.
18. Concerns have been raised with respect to the loss of open space to facilitate the development, stating that the land is used for dog walkers, children's play and social, communal gatherings. Policy ENV6 seeks to resist the loss of open space unless the proposal is in relation to another sporting or recreational provision. In this case, the proposal would introduce a hard surface to improve pedestrian and cycle facilities which would broadly align with the aims of ENV6. Further to this, the foot/cycle paths would only take a small section of the width of the land, thus leaving green space either side to enable the continued use of this recreational space.
19. Further to the above it must be recognised that the proposal is part of a wider pedestrian/cycle network improvement scheme across the Borough and the benefits to be brought about such as improvements to the routes for pedestrians, cyclists and other users is wholly consistent with the aims of Policy SD6 and is considered to outweigh the minor harm in terms of the loss of open space.
20. Given the policy context above, the application is considered to be acceptable in principle subject to further material planning considerations as identified below.

Visual and Landscape Impact

21. Chapter 14 of NPPF Policy DP3 seeks to promote high quality, healthy, inclusive and sustainable places, through setting clear expectations about design outcomes and the use of relevant tools and processes.
22. In addition, the Stockton on Tees Local Plan, encourages high standards of design through Policy SD8 which states that new development should be appropriate to the context of the surrounding area and be of an appropriate style, proportion, and materials.
23. Concerns have been raised that the resultant development will negatively impact upon visual amenity and the general character of the area.

24. The impact on the character of an area is not something which is purely about the visual appearance, it is also about the nature of development and how that creates a sense of place. The proposal will undoubtedly alter the character of the open space through the introduction of built form; however, the footpath and cycleway are common features, often found in open green spaces and would not look out of character therein. It is proposed to introduce a grass strip between the two paths together with tree and shrub planting as part of the Biodiversity Net Gain requirement, therefore the proposal would be deemed to enhance the area, making the space more usable and visually attractive.
25. In terms of existing trees, according to the submitted Landscaping layout plan there will be 2 no trees removed from within the application boundary. Other tree removal works are to take place; however, this is outside of the jurisdiction of this application. The trees earmarked for removal are on Council owned land and are not protected and whilst it is undoubtedly regrettable for their loss, the wider benefits of the proposal in terms of pedestrian/cyclist safety would be considered to outweigh this harm. Tree planting is proposed to replace those lost trees, to be secured by condition and will be discussed further in the report
26. On the whole, the development would be acceptable in terms of design, scale and materials and would not adversely impact upon the character and appearance of the site and wider area. The proposal would therefore comply with Policies SD8 and ENV6 of the Stockton-on-Tees Local Plan and relevant design Chapters of the NPPF.

Amenity Impact

27. In respect of the neighbouring properties, planning policies SD3 and SD8 seek to provide sufficient levels of privacy and amenity for all existing and future occupants of land and buildings, while guidance within the Householder Alterations and extensions SPD provides further clarity over the impacts that development can have on neighbouring occupiers.
28. Policy SD8 also states that proposals should 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.
29. Policy TR4 (c) seeks to ensure that the arrangement of streets and other routes help to create places that are safe, inclusive and attractive for all users (particularly for women and girls, for other groups who may be vulnerable to crime or the fear of crime, and for those with limited mobility). This includes reflecting relevant aspects of policy DP3(2), as well as employing measures to:
 - i. Minimise the scope for conflict between pedestrians, cyclists and vehicles;
 - ii. Meet the needs of disabled people, older people and children in relation to all modes of transport, and
 - iii. Avoid unnecessary street clutter.
30. Concerns have been raised that the proposed footway and cycle path would lead to privacy issues, increasing foot traffic near private homes and increasing potential for loitering and security risk. Concerns have also been raised that the new path/cycleway will be used as a 'motorway' by quad bikes, scooters and motorbikes for illicit purposes which already travel at speed. Residents fear the path will exacerbate anti-social behavioural issues.
31. Cleveland Police have been re consulted as part of the application and concur with the concerns of local residents regarding the issues with existing motorcycle nuisance. Cleveland Police therefore do not support the application.

32. Noting the concerns raised, it must be recognised that the site is an established recreational area. While the introduction of a hard-surfaced foot path and cycle path may increase foot traffic and occasional congregation, its primary purpose is to provide safe, direct pedestrian and cycle access for local residents including children from the nearby secondary school, supporting wider sustainable and active travel aims. Although concerns about crime are acknowledged, such issues are unlikely to arise solely from construction of the proposed development. The scheme includes lighting which will enhance surveillance and help deter anti-social behaviour. Existing motorcycle nuisance is a policing matter and falls outside the scope of planning and it is not considered that there is sufficient evidence to strongly indicate a direct link between the proposals and any further nuisance occurring.
33. The Environmental Health Unit have been consulted and have raised no objection to the principle of development stating that the lighting is for safety purposes and with regards to an amenity perspective has been designed with smart lighting controls which minimises light intrusion. Conditions have however been recommended relating to construction working hours, contaminated land, light intrusion and dust emissions. These conditions have duly been included.
34. Overall, based solely on the nature of the development proposed, it is considered that subject to appropriate conditions, the proposed development would not directly result in a loss of amenity to occupiers of neighbouring properties and therefore would not conflict with the policy aims of the Local Plan or the NPPF.

Highway implications

35. Local Plan Policy SD8 states that new development should be designed to the highest possible standard, taking into consideration the context of the surrounding area and the need to respond positively to the existing transport network and the need to provide safe and satisfactory access and parking for all modes of transport.
36. Policy TR6 (4) of the National Planning Policy Framework sets out that development should only be prevented or refused on highways grounds if they would have a severe adverse impact on the transport network (in terms of capacity and congestion, including cumulative impacts), or an unacceptable impact on highway safety; taking into account any mitigation measures proposed as well as any wider network improvements, including measures to support sustainable patterns of movement. This applies both during the construction phase and following completion.
37. The proposed development relates to improvements to pedestrian and cycle routes within the locale. The Highways Transport and Design Manager has reviewed the application and raise no objections to the proposed development.
38. Overall, the proposed development would comply with the provisions of SD8 as the development would result in improvements to pedestrian and cycle routes without causing detrimental harm to the wider road network. The proposal would not be deemed to result in an unacceptable impact which would be deemed a severe impact on highway safety or the wider road network, thereby according with the NPPF.
39. Accordingly, the proposal is deemed acceptable in terms of highway safety.

Flood Risk and Drainage

40. Concerns have been raised that the development is to be constructed in close proximity to residential dwellings, in an area which is subject to flooding due to a culverted beck a few metres underground, which runs the entire length of the proposed site. Concerns are

raised that the paths will result in a puddle for most of the year and therefore will not be fit for purpose.

41. Stockton Local Plan Policy ENV4 advises that reducing and mitigating flood risk is an important issue for planning particularly as the effects of climate change are being realised. To ensure sustainable economic growth is achieved, it is essential that development (new and existing) is safe from flooding and incorporates approaches to reduce risk. When addressing flood risk, it is important to consider all sources of flooding which include fluvial, surface water, sewer and groundwater flooding.
42. The development has been considered in terms of drainage and flood risk, and the site is noted to be within EA flood zone 1. Drainage measures have been incorporated into the scheme and the LLFA have been consulted as part of the application. The LLFA have raised no objection to the proposed development, however following the revised realignment of the footpath, updated drainage plans had not been received, a condition to secure the updated drainage plans has therefore been advised.
43. Overall, it is considered that an achievable drainage solution can be achieved which would ensure the development would not lead to an increase in flood risk on-site or off-site and would be acceptable from a flood risk and drainage perspective in accordance with Policies SD5 and ENV7 of the Stockton-on-Tees Local Plan and the NPPF.

Ecology and Biodiversity Net Gain

44. Concerns have been raised from local residents regarding the impact on local wildlife and querying how BNG can be achieved through the introduction of a hard surface. The submitted preliminary ecological appraisal report found the site to be of low or negligible ecological value. A condition has however been recommended to secure the recommendation and mitigations as outlined within the report.
45. The application was submitted after the 12th of February 2024, therefore the requirements of the Environment Act 2021, as inserted into Schedule 7A of the Town and Country Planning Act 1990, apply to this planning application and necessitate that the proposed development should achieve biodiversity net gains of at least 10%.
46. According to the submitted BNG Assessment, the total overall ecological baseline (habitat) of the Site is 1.58 BU. The report identifies that the survey area comprised of an area of modified grassland which has been categorised as 'poor' and individual rural trees classified as 'moderate'. As such, the scheme would not achieve a 10% net gain in habitat BUs on Site without habitat improvement.
47. In conjunction with the submitted Landscape drawings, a Biodiversity Gain Plan, and Habitat Management and Monitoring Plan is required and will be conditioned as part of the Biodiversity Net Gain requirements, to achieve a 10% net gain in biodiversity. It is envisaged that this will be achieved through the introduction of habitat creation through new modified grassland and replacement tree planting. Following these measures the total overall habitat value (on-site and off-site habitat) post development enhancements is 1.58, which would equate to a proposed diversity change of 15.4% which would exceed the 10% requirement, thus satisfying trading standards.
48. Subject to condition to secure details of a final Biodiversity Gain Plan, to include management and monitoring details, the application would accord with Policy ENV5 of the Stockton-on-Tees Local Plan, NPPF, and the requirements of the Environment Act 2021.

Other Matters

49. Comments have been received raising concerns about the cost of the development together with on-going maintenance costs, which are deemed to outweigh the need for the footway and cycle path. Whilst the scheme is recognised to be part of a wider Council scheme relating to pedestrian and cycle safety improvements across the Borough, this matter is outside of the control of planning and therefore has no bearing on the outcome of the decision.

Conclusion

50. In view of the assessment above and taking into account the concerns received by local residents and representatives from Cleveland Police, it is considered that the proposed development would not result in any significant conflict with the policies contained within the Stockton on Tees Local Plan or the relevant chapters of the NPPF and there are no technical reasons why the proposed scheme would be deemed unacceptable.
51. In planning terms, the proposed development is considered acceptable in all other regards and is therefore recommended for approval subject to those planning conditions set out in the report.

Financial Implications

No known implications other than the associated costs of implementation of the proposals/maintenance.

Environmental Implications

There will be a loss of green space and some trees as a result of the works proposed, however the proposal is subject to BNG therefore replacement planting should mitigate this impact.

Legal Implications

None known

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

Human Rights Implications

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

Ward and Ward Councillors

Councillor Ian Dalgarno
Councillor Mick Moore

Background Papers

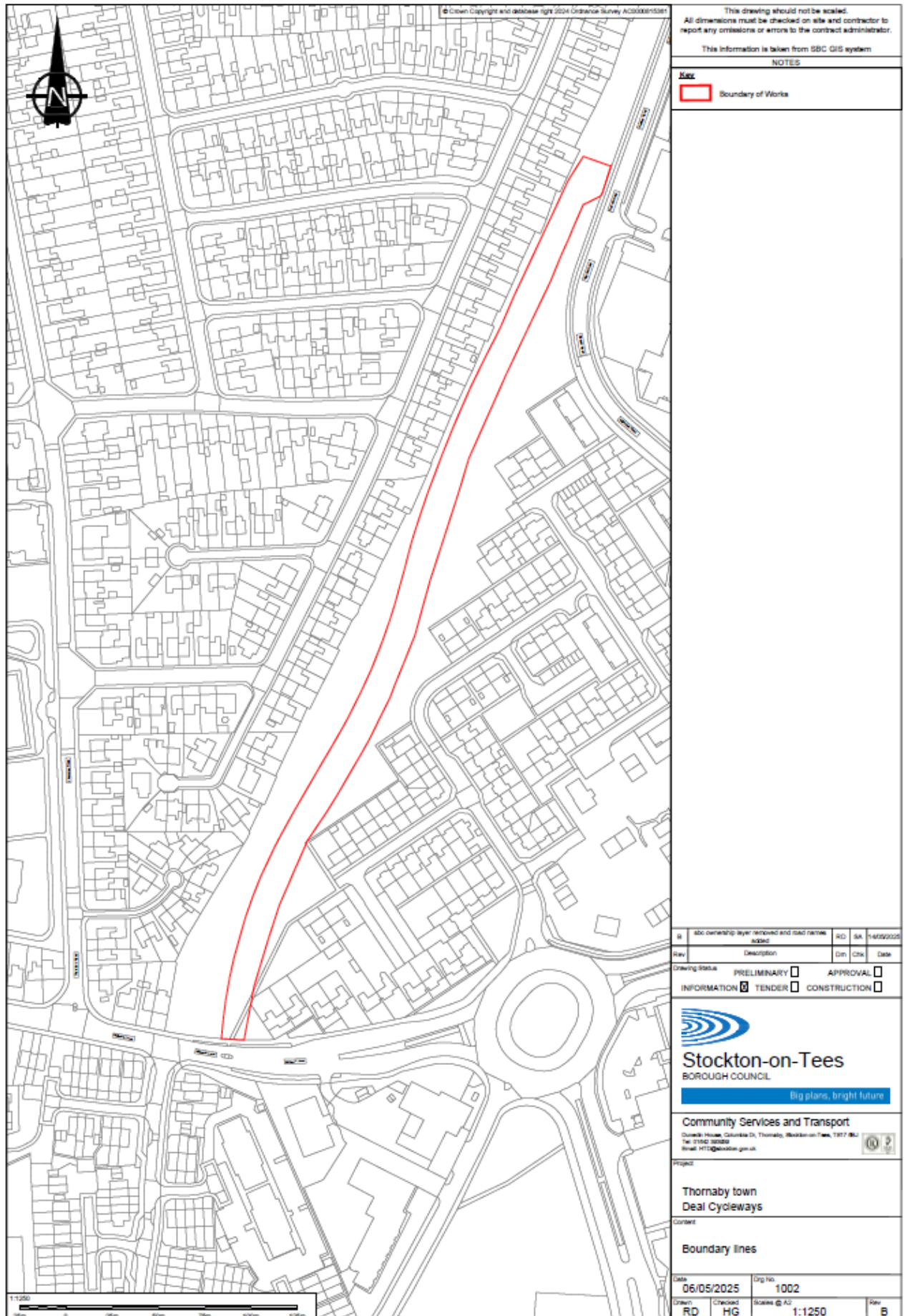
National Planning Policy Framework
National Planning Practice Guidance
Stockton on Tees Local Plan Adopted 2019
SPD2 – Open Space, Recreation and Landscaping - Dec 2009/2014

Name of Contact Officer: Jill Conroy

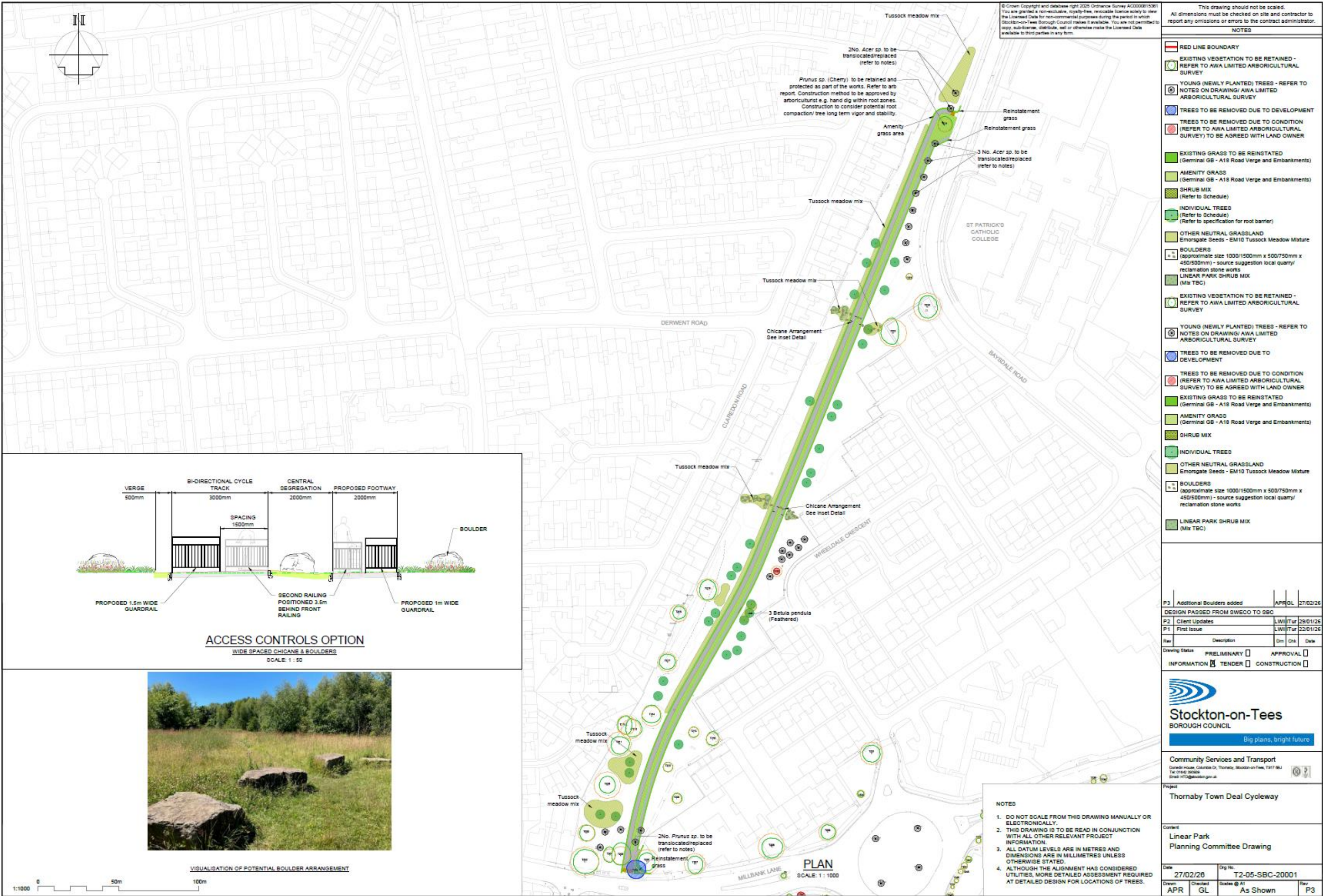
Post Title: Senior Planning Officer

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Email Address: jill.conroy@stockton.gov.uk



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DELEGATED

Report to Planning Committee

05 November 2025

Report of Director of Regeneration and Inclusive Growth

25/0759/LA

Land East of Clarendon Road, Thornaby

Expiry Date: 31 July 2025

Extension of Time Date: 6 November 2025

Summary

Planning permission is sought for the provision of a new footpath and cycleway as part of wider pedestrian/cycle network improvement scheme across the Borough.

10no letters of objection have been received following neighbour consultations. 1no letter of support has been received. Cleveland Police do not support the proposal over concerns with the footpath/cycleway potentially exacerbating issues of motorcycle nuisance referenced by local residents.

The application site relates to a parcel of land to the east of Clarendon Road. The site is recognised to be designated open space; however, the proposal relates to the provision of a new pedestrian and cycle route and therefore draws support from Local Plan Policies.

The application has been assessed in full, and it is considered that the development would not result in any significant conflict with the policies of the Local Plan or relevant chapters of the NPPF and there are no technical reasons why the proposed scheme would be deemed unacceptable in planning terms in which to justify refusal of the application.

In accordance with the Councils scheme of delegation, the application is to be determined by Planning Committee as the application is Local Authority development with a total site area of over 500 square metres.

Recommendation(s)

That planning application 25/0759/LA be approved subject to the following conditions;

Time Limit

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

Reason: By virtue of the provision of Section 91 of the Town and Country Planning Act 1990 (as amended).

Approved Plans

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

Plan Reference Number

65211061-SLD-XX-HLG-DR-EO-1307

65211061-SLD-XX-HLG-DR-EO-1308

Date Received

15 September 2025

15 September 2025

65211061-SLD-XX-HLG-DR-EO-1310 1002	15 September 2025 14 May 2025
65211061-SWE-LE-00-D-L-03007-C01	22 October 2025
65211061-SWE-LE-00-D-L-03008-C01	22 October 2025
65211061-SWE-KF-00-D-H-11007-P01	4 June 2025
65211061-SWE-LE-00-D-L-03010-C01	22 October 2025
65211061-SWE-DG-00-D-H-00507-P01	4 June 2025
65211061-SWE-DG-00-D-H-00510-P01	4 June 2025
65211061-SWE-KF-00-D-H-11010-P01	4 June 2025
65211061-SWE-SC-00-D-Z-00207-P01	4 June 2025
65211061-SWE-SC-00-D-Z-00210-P01	4 June 2025
65211061-SWE-ZZ-00-D-H-00107-P01	4 June 2025
65211061-SWE-ZZ-00-D-H-00110-P01	4 June 2025
65211061-SWE-ZZ-00-D-H-00108	14 May 2025
65211061-SWE-DG-00-D-H-00508	9 April 2025
65211061-SWE-KF-00-D-H-11008	9 April 2025
65211061-SWE-SC-00-D-Z-00208	9 April 2025

Reason: To define the consent.

Contaminated Land

03 No development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), shall take place until a scheme that includes the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:

- a) A preliminary risk assessment which has identified all previous uses; potential contaminants associated with those uses; a conceptual model of the site indicating sources, pathways and receptors and potentially unacceptable risks arising from contamination at the site.
- b) A detailed assessment of the risk to all receptors that may be affected, including those off site.
- c) Based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
- d) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

This must be undertaken in accordance with the Environment Agencies "Land Contamination Risk Management" guidance (2023). Any changes to these components require the express written consent of the local planning authority. The scheme shall be implemented as approved.

Reason: National Planning Policy Framework (NPPF) paragraph 109 states that the planning system should contribute to and enhance the natural and local environment by preventing both new and existing development from contributing to or being put at unacceptable risk from or being adversely affected by unacceptable levels of water and land pollution. Government policy also states that planning policies and decisions should also ensure that adequate site investigation information, prepared by a competent person, is presented (NPPF, paragraph 121).

Dust Emissions

- 04 The development hereby permitted shall be undertaken in accordance with a scheme which has first been submitted to and approved in writing to control dust emissions, such as dampening down, dust screens and wheel washers to prevent mud being tracked onto the highway. Mobile crushing and screening equipment shall have any appropriate local authority PPC permit required and a copy of this permit available for inspection.

Reason: To protect the residential amenity of existing residents from the development in accordance with Policy SD8 of the Stockton on Tees Local Plan and Part 15 of the National Planning Policy Framework.

Construction Hours

- 05 In undertaking the development that is hereby approved:

No external construction works, works of demolition, deliveries, external running of plant and equipment shall take place other than between the hours of 0800 to 1800 on Monday to Friday and 0900 to 1300 on Saturday.

No internal works audible outside the site boundary shall take place on the site other than between the hours of 0800 to 1800 on Monday to Friday and 0900 to 1300 on Saturday.

No construction works or works of demolition whatsoever, including deliveries, external running of plant and equipment, internal works whether audible or not outside the site boundary, shall take place on Sundays, Public or Bank Holidays.

For the purposes of this condition, construction works are defined as: The carrying out of any building, civil engineering or engineering construction work involving the use of plant and machinery including hand tools.

Reason: To protect the residential amenity of existing residents from the development in accordance with Policy SD8 of the Stockton on Tees Local Plan and Part 15 of the National Planning Policy Framework.

Lighting

- 06 Notwithstanding the submitted details relating to the proposed lighting scheme, all new lighting shall be arranged so as not to shine directly towards any dwelling. The light fittings shall be shielded to prevent light spillage beyond the boundary of the proposal hereby approved.

Reason: To protect the residential amenity of existing residents from the development in accordance with Policy SD8 of the Stockton on Tees Local Plan and Part 15 of the National Planning Policy Framework.

Biodiversity Net Gain

- 07 The development hereby permitted shall be carried out in accordance with the submitted Biodiversity Net Gain Assessment, submitted 09 April 2025 (project ref 65211061) 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.

Reason: In the interests of ensuring measurable net gains to biodiversity and allow the LPA to discharge its duties in accordance with Policies SD5, SD8 and ENV5 of the Stockton-on-Tees Local Plan and Part 15 of the National Planning Policy Framework.

Informative Reason for Planning Approval

Informative: Working Practices

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

Site and Surroundings

1. The application site lies relates to a parcel of land which runs to the east of Clarendon Road in Thornaby. The land abuts residential dwellings either side with St Patricks Catholic College set to the northeast of the bend off Baysdale Road. The land abuts Milbank Lane to the south and extends northwards to the bend of Redcar Road and Humber Road. The site to which this application relates, however, terminates just north of the bend off Baysdale Road, adjacent to the school entrance.
2. The land comprises a grassed area containing trees around the periphery, mainly grouped to the south of the parcel of land. There is an existing footpath network which runs along the rear of the properties to the east.
3. The site lies within the defined settlement limits of the main conurbation and is designated open space within the Stockton Local Plan.

Proposal

4. Planning permission is sought for the provision of a new footpath and cycleway together with associated landscaping and lighting, to be constructed through the land, connecting Milbank Lane and the main entrance of St Patricks Catholic College.
5. The proposal is part of a wider pedestrian/cycle network improvement scheme across the Borough and involves the provision of new pedestrian/cycle safety features.

Consultations

6. Consultees were notified, and the following comments were received.
7. Highways Transport and Design Manager
Highways: There are no highways objections to the proposals.
Flood Risk: No Comments
8. Active Travel
No comments received .
9. Environmental Health
A search of our environmental records shows that the proposed development may be affected by contaminated land. The proposed cycle path is situated along a historical linear feature which is categorised as high risk.

The area concerned has not been investigated and is an area of unknown filled ground (circa 1954) for the disposing of waste, including scrap (to include infilled canal basins, docks or river courses. As such I would recommend submission of a preliminary risk rating of the potential ground conditions to identify potential contamination sources, pathways, and receptors.

I have checked the documentation provided, have found no grounds for objection in principle to the development however should the proposal be approved I would recommend the conditions be placed on the application relating to:

- Construction/ Demolition Noise
- Dust Emissions
- Light Intrusion

10. National Highways

Looking at this proposal, it appears to be a proposal for upgrade of cycle route and footpath provision that is at a distance of about a kilometre from the Strategic Road Network (A19) at a location adjacent to a strategic route with a cycle ban, running parallel to it. National Highways would be generally supportive of local authorities developing the active travel network to offer alternatives forms of transport to the car.

11. Cleveland Police

All roadways and pathways, adopted or otherwise, are recommended to be to BS5489-1:2020 standards with a uniformity preferably to Secured by Design recommended one of 40%, as a minimum 25%. Any proposed PROW, informal pathways, cycle lanes etc. are to be incorporated into active street frontages to avoid creating potential crime generators and are to be lit to the above standard. With the above considerations I would not recommend the route to rear of properties at Clarendon Rd. 25/0759/LA, as it could become an additional problem to those already referenced by residents. I have also liaised with the local policing team who confirm the issue at the location with off road motor cycle nuisance and any cycle route would exacerbate the issue. Police would not support this proposal.

Publicity

12. Neighbours were notified by individual letters and wider publicity has been given via a site notice. 10 individual objections have been received and 1 letter of support. A summary of the comments is below:-

Objections

- The proposed path/walkway is to be constructed within close proximity to my property in an area which floods due to a culverted beck a few metres underground and runs the entire length of the proposed site. This will result in a puddle for most of the year and the path therefore not fit for purpose.
- The path/cycleway will be used as a motorway for illicit purposes, including the use of quad bikes, scooters and motorbikes which already travel at speed. The path will increase anti-social behavioural issues.
- The open space need is far greater than that of the needs of a few cyclists of which there are plenty of alternative routes. The space is used for dog walkers and for children to play and sometimes for social community gatherings.
- The field hosts an array of wildlife, and the provision of a path and lighting would destroy these features and habitats.
- The proposed footway and cycle path would lead to privacy issues, increasing foot traffic near private homes and increasing potential loitering and security risk.
- The reduction of the open space will have a negative visual impact and would alter the character of the area.

- The cost of the development and potential maintenance costs would far outweigh the need for the footway and cycle path.
- A cycle path would be beneficial to the local area but in a suitable location, not eroding the green space.
- There are concerns over noise and disruption during construction works and ongoing required maintenance.
- By removing green space how do you expect to achieve Biodiversity Net Gain through the introduction of a hard surface.
-

Support

- The path will improve walking conditions during bad weather and should include seating, greenery and dog waste bins.

Planning Policy Considerations

13. Where an adopted or approved development plan contains relevant policies, Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that an application for planning permissions shall be determined in accordance with the Development Plan(s) for the area, unless material considerations indicate otherwise. In this case the relevant Development Plan is the Stockton on Tees Borough Council Local Plan 2019.
14. 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

15. 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.
16. 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: 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
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.

Paragraph 96 Planning policies and decisions should aim to achieve healthy, inclusive and safe places which:

(b) are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of well-designed, clear and legible pedestrian and cycle routes, and high quality public space, which encourage the active and continual use of public areas;

Paragraph 104 Existing open space, sports and recreational buildings and land, including playing fields and formal play spaces, should not be built on unless:
(c) the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.

Paragraph 109 Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:

e) identifying and pursuing opportunities to promote walking, cycling and public transport use;

Paragraph 135 Planning policies and decisions should ensure that developments:
f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users⁵¹; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

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.

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.

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.

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.

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.
2. A comprehensive, integrated and efficient public transport network will be delivered by:
 - a. Retaining essential infrastructure that will facilitate sustainable passenger movements by bus, rail and water;

b. Supporting proposals for the provision of infrastructure which will improve the operation, punctuality and reliability of public transport services;

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

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

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.

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.

Material Planning Considerations

17. The key considerations of this application are, the principle of development, visual and landscape impact, amenity impact, highway implications, flood risk and drainage, biodiversity net gain and other residual matters

Principle of Development

18. The application site lies within the development limits of the main conurbation and is designated open space as allocated in the Stockton on Tees Local Plan.
19. Policy ENV6 (3) which specifically relates to open space states that the Council will protect and enhance open space throughout the Borough to meet community needs and enable healthy lifestyles. It advises that the loss of any open space would not be supported unless the proposal is for another sport or recreational provision, the needs of which would clearly outweigh the loss, or the proposal is ancillary to the use of the open space. In all cases, it would need to be demonstrated that there would be no significant harm to the character and appearance of the area.
20. Policy SD6 relates to transport and infrastructure strategy and states that the Council will work with partners to deliver a sustainable transport network which will be achieved through improvements to the public transport network, routes for pedestrians, cyclists and other users.
21. Concerns have been raised with respect to the loss of open space to facilitate the development, stating that the land is used for dog walkers, children's play and social,

communal gatherings. Policy ENV6 seeks to resist the loss of open space unless the proposal is in relation to another sporting or recreational provision. In this case, the proposal would introduce a hard surface to improve pedestrian and cycle facilities which would broadly align with the aims of ENV6. Further to this, the foot/cycle paths would only take a small section of the width of the land, thus leaving green space either side to enable the continued use of this recreational space.

22. Further to the above it must be recognised that the proposal is part of a wider pedestrian/cycle network improvement scheme across the Borough and the benefits to be brought about such as improvements to the routes for pedestrians, cyclists and other users is wholly consistent with the aims of Policy SD6 and is considered to outweigh the minor harm in terms of the loss of open space.
23. Given the policy context above, the application is considered to be acceptable in principle subject to further material planning considerations as identified below.

Visual and Landscape Impact

24. Paragraph 131 of the NPPF promotes the creation of high-quality buildings and places. It states that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. With paragraph 135 requiring 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.
25. In addition, the Stockton on Tees Local Plan, encourages high standards of design through Policy SD8 which states that new development should be appropriate to the context of the surrounding area and be of an appropriate style, proportion, and materials.
26. Concerns have been raised that the resultant development will negatively impact upon visual amenity and the general character of the area.
27. The impact on the character of an area is not something which is purely about the visual appearance, it is also about the nature of development and how that creates a sense of place. The proposal will undoubtedly alter the character of the open space through the introduction of built form; however, the footpath and cycleway are common features, often found in open green spaces and would not look out of character therein. It is proposed to introduce a grass strip between the two paths together with tree and shrub planting as part of the Biodiversity Net Gain requirement, therefore the proposal would be deemed to enhance the area, making the space more usable and visually attractive.
28. In terms of existing trees, according to the submitted Landscaping layout plan there will be 2no trees removed from within the application boundary. Other tree removal works are to take place; however, this is outside of the jurisdiction of this application. The trees earmarked for removal are on Council owned land and aren't protected and whilst it is undoubtedly regrettable for their loss, the wider benefits of the proposal in terms of pedestrian/cyclist safety would be considered to outweigh this harm. Tree planting is proposed to replace those lost trees and will be discussed further in the report.
29. On the whole, the development would be acceptable in terms of design, scale and materials and would not adversely impact upon the character and appearance of the site and wider area. The proposal would therefore comply with Policies SD8 and ENV6 of the Stockton-on-Tees Local Plan and relevant design Chapters of the NPPF.

Amenity Impact

30. In respect of the neighbouring properties, planning policies SD3 and SD8 seek to provide sufficient levels of privacy and amenity for all existing and future occupants of land and buildings, while guidance within the Householder Alterations and extensions SPD provides further clarity over the impacts that development can have on neighbouring occupiers.
31. Policy SD8 also states that proposals should 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.
32. Chapter 12 of the NPPF seeks to create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.
33. Concerns have been raised that the proposed footway and cycle path would lead to privacy issues, increasing foot traffic near private homes and increasing potential for loitering and security risk. Concerns have also been raised that the new path/cycleway will be used as a 'motorway' by quad bikes, scooters and motorbikes for illicit purposes which already travel at speed. Residents fear the path will exacerbate anti-social behavioural issues.
34. Cleveland Police have been consulted as part of the application and concur with the concerns of local residents regarding the issues with existing motorcycle nuisance. Cleveland Police therefore do not support the application.
35. Noting the concerns raised, it must be recognised that the site is an established recreational area. While the introduction of a hard-surfaced foot path and cycle path may increase foot traffic and occasional congregation, its primary purpose is to provide safe, direct pedestrian and cycle access for local residents including children from the nearby secondary school, supporting wider sustainable and active travel aims. Although concerns about crime are acknowledged, such issues are unlikely to arise solely from construction of the proposed development. The scheme includes lighting which will enhance surveillance and help deter anti-social behaviour. Existing motorcycle nuisance is a policing matter and falls outside the scope of planning and it is not considered that there is sufficient evidence to strongly indicate a direct link between the proposals and any further nuisance occurring.
36. The Environmental Health Unit have been consulted and have raised no objection to the principle of development stating that the lighting is for safety purposes and with regards to an amenity perspective has been designed with smart lighting controls which minimises light intrusion. Conditions have however been recommended relating to construction working hours, contaminated land, light intrusion and dust emissions. These conditions have duly been included.
37. Overall, based solely on the nature of the development proposed, it is considered that subject to appropriate conditions, the proposed development would not directly result in a loss of amenity to occupiers of neighbouring properties and therefore would not conflict with the policy aims of the Local Plan or the NPPF.

Highway implications

38. Local Plan Policy SD8 states that new development should be designed to the highest possible standard, taking into consideration the context of the surrounding area and the need to respond positively to the existing transport network and the need to provide safe and satisfactory access and parking for all modes of transport.
39. Paragraph 116 of the National Planning Policy Framework 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, following mitigation, would be severe.
40. The proposed development relates to improvements to pedestrian and cycle routes within the locale. The Highways Transport and Design Manager has reviewed the application and raise no objections to the proposed development.
41. Overall, the proposed development would comply with the provisions of SD8 as the development would result in improvements to pedestrian and cycle routes without causing detrimental harm to the wider road network. The proposal would not be deemed to result in an unacceptable impact which would be deemed a severe impact on highway safety or the wider road network, thereby according with Chapter 9 of the NPPF.
42. Accordingly, the proposal is deemed acceptable in terms of highway safety.

Flood Risk and Drainage

43. Concerns have been raised that the development is to be constructed in close proximity to residential dwellings, in an area which is subject to flooding due to a culverted beck a few metres underground, which runs the entire length of the proposed site. Concerns are raised that the paths will result in a puddle for most of the year and therefore will not be fit for purpose.
44. Stockton Local Plan Policy ENV4 advises that reducing and mitigating flood risk is an important issue for planning particularly as the effects of climate change are being realised. To ensure sustainable economic growth is achieved, it is essential that development (new and existing) is safe from flooding and incorporates approaches to reduce risk. When addressing flood risk, it is important to consider all sources of flooding which include fluvial, surface water, sewer and groundwater flooding.
45. The development has been considered in terms of drainage and flood risk, and the site is noted to be within EA flood zone 1. Drainage measures have been incorporated into the scheme and the LLFA have been consulted as part of the application. The LLFA have raised no objection to the proposed development.
46. Overall, it is considered that the development would not lead to an increase in flood risk on-site or off-site and would be acceptable from a flood risk and drainage perspective in accordance with Policies SD5 and ENV7 of the Stockton-on-Tees Local Plan and Part 14 of the NPPF.

Ecology and Biodiversity Net Gain

47. Concerns have been raised from local residents regarding the impact on local wildlife and querying how BNG can be achieved through the introduction of a hard surface.
48. The application was submitted after the 12th of February 2024, therefore the requirements of the Environment Act 2021, as inserted into Schedule 7A of the Town

and Country Planning Act 1990, apply to this planning application and necessitate that the proposed development should achieve biodiversity net gains of at least 10%.

49. According to the submitted BNG Assessment, the total overall ecological baseline (habitat) of the Site is 1.91 baseline units (BU). The report identifies that the survey area comprised of an area of modified grassland which has been categorised as 'poor' and individual rural trees classified as 'moderate'. As such, the scheme would not achieve a 10% net gain in habitat BUs on Site without habitat improvement.
50. In conjunction with the submitted Landscape drawings, a Biodiversity Gain Plan, and Habitat Management and Monitoring Plan is required and will be conditioned as part of the Biodiversity Net Gain requirements, to achieve a 10% net gain in biodiversity. It is envisaged that this will be achieved through the introduction of habitat creation through new modified grassland and replacement tree planting. Following these measures the total overall habitat value (on-site and off-site habitat) post development enhancements is 2.18BU, which would equate to a proposed diversity change of +14.07% which would exceed the 10% requirement, thus satisfying trading standards.
51. Subject to condition to secure details of a final Biodiversity Gain Plan, to include management and monitoring details, the application would accord with Policy ENV5 of the Stockton-on-Tees Local Plan, Part 15 of the NPPF, and the requirements of the Environment Act 2021.

Other Matters

52. Comments have been received raising concerns about the cost of the development together with on-going maintenance costs, which are deemed to outweigh the need for the footway and cycle path. Whilst the scheme is recognised to be part of a wider Council scheme relating to pedestrian and cycle safety improvements across the Borough, this matter is outside of the control of planning and therefore has no bearing on the outcome of the decision.

Conclusion

53. In view of the assessment above and taking into account the concerns received by local residents and representatives from Cleveland Police, it is considered that the proposed development would not result in any significant conflict with the policies contained within the Stockton on Tees Local Plan or the relevant chapters of the NPPF and there are no technical reasons why the proposed scheme would be deemed unacceptable.
54. In planning terms, the proposed development is considered acceptable in all other regards and is therefore recommended for approval subject to those planning conditions set out in the report.

Financial Implications: No known implications other than the associated costs of implementation of the proposals/maintenance.

Environmental Implications: There will be a loss of green space and some trees as a result of the works proposed, however the proposal is subject to BNG therefore replacement planting should mitigate this impact.

Legal Implications None known

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

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

Ward and Ward Councillors

Councillor Ian Dalgarno
Councillor Mick Moore

Background Papers

National Planning Policy Framework
National Planning Practice Guidance
Stockton on Tees Local Plan Adopted 2019
SPD2 – Open Space, Recreation and Landscaping - Dec 2009/2014

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