

DELEGATED

Report to Planning Committee

5 November 2025

Report of Director of Regeneration and Inclusive Growth

25/0777/LA

Roundabout At Junction with Bader Avenue, Thornaby 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 a wider pedestrian/cycle network improvement scheme across the Borough.

No letters of objection have been received following neighbour consultations. No objections have been raised by statutory consultees. Support has been received from Councillor Moore.

The application site relates to the outer section of recreational field associated with the Harold Wilson Centre. The site is recognised to be designated playing fields and 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 25/0777/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-1317 REV T01
65211061-SWE-ZZ-00-D-H-00117-P01

Date Received

15 September 2025
10 April 2025

65211061-SWE-SC-00-D-Z-00217-P01
65211061-SWE-LE-00-D-L-03017-C01
65211061-SWE-KF-00-D-H-11017-P01
65211061-SWE-DG-00-D-H-00517-P01
SBC0001

10 April 2025
22 September 2025
10 April 2025
10 April 2025
20 May 2025

Reason: To define the consent.

Site Levels

- 03 Notwithstanding the details within the approved plans and prior to the commencement of the development hereby approved, details of the existing and proposed levels of the site including sectional and elevation drawings, which detail the level change treatment between the existing footpath and embankment shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details.

Reason: In the interests of visual amenity.

Construction Hours

- 04 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 during construction works, in accordance with Policy SD8 and ENV7 of the Stockton-on-Tees Local Plan and Part 12 of the National Planning Policy Framework.

Unexpected Land Contamination

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

Reason: To ensure any unknown contaminative features encountered during the development are investigated and remediated to an acceptable standard, in line with Policy ENV7 of the Stockton on Tees Local Plan and Chapter 14 of the National Planning Policy Framework.

Biodiversity Net Gain

- 06 The development hereby permitted shall be carried out in accordance with the submitted Biodiversity Net Gain Assessment, submitted 10 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.

Informative: Secure by Design (Cleveland Police)

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

Site and Surroundings

1. The application site lies to the southwest of the 'Spitfire' roundabout of the junction of Bader Avenue and Thornaby Road, on the open space associated with the Harold Wilson Recreation Centre, which lies to the south of the site.
2. There is a grass verge and public footpath which abuts the highway and roundabout with an embankment which slopes down in level towards the recreational ground. There are a number of trees which line the sloping surface of the site with timber posts delineating the level surface of the open field.
3. The site lies within the defined settlement limits of the main conurbation and is designated playing fields and open space within the Stockton Local Plan.

Proposal

4. Planning permission is sought for the provision of a new footpath and cycleway to be constructed along the edge of the field within the embankment together with associated landscaping and street lighting. The new footpath and cycleway will sit approximately 1.0m lower in level than the existing footpath.
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. Councillor Mick Moore
I would like to support of the application 25/0777/LA for the construction of a footpath cycle route.
8. Active Travel
No comments received.
9. Highways Transport and Design Manager
Highways Comments: No objections
Flood Risk & Drainage: No comment.
10. Environmental Health
No objections subject to conditions for:
Unexpected land contamination
Construction/Demolition Noise
11. Sport England
Sport England does not wish to raise an objection to this application.
12. Highways
There are no highways objections to the proposals.
13. National Highways
No comments.
14. Cleveland Police
Application reference 27/0777/LA located at the A1045 and Bader Avenue, is situated within an active street frontage and, if the proposal was to be lit as above, it has much less chance of creating the problems associated with the other proposal (application reference 25/0759/LA)

Publicity

15. A Site Notice was erected on 17th June 2025. Neighbours have been notified in writing of the proposals, and no comments have been received as a result of the consultation exercise.

Planning Policy Considerations

16. 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.
17. 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.

18. National Planning Policy Framework

19. 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.
20. 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

21. 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

22. The application site lies within the development limits of the main conurbation and is designated playing fields and open space as allocated in the Stockton on Tees Local Plan.
23. 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.
24. The site is also designated playing fields. Policy TI1 (6) states that development on existing sports and recreational buildings and land, including playing fields would be resisted, unless the development is for an alternative sports and recreational provision, where the needs for which, clearly outweighs the loss.
25. 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.
26. In this case, it is recognised that there would be a minor loss of the field to accommodate the development. The main aim of Policy ENV6 is to enhance and protect the Councils open space resource, however it is permissive of loss of space where 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. Furthermore, the construction of the new footpath and cycleway is to the edge of the field, on the existing embankment therefore it would not impinge on the wider usability of the recreational space.
27. Sport England have been consulted as part of the application and have raised no objections in this regard. 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.
28. 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

29. 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.

30. 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.
31. The new footpath and cycleway will be constructed of appropriate materials of a typical nature associated with infrastructure development and will incorporate new street lighting and associated landscaping. It has been confirmed that the new footpath and cycleway will sit approximately 1.0m lower in level than the existing roadside, therefore there will be a degree of cut and fill to facilitate this. The embankment changes in level with the steepest section being just off the bend to the roundabout, however the level change eases off towards Bader Avenue and Thornaby Road.
32. Nevertheless, as demonstrated by the submitted drawings the development would result in an additional mound sitting adjacent to the existing embankment which is to be grassed and will maintain a verdant character. The terraced or tiered appearance is not considered to result in any significant adverse visual impacts, and a condition is recommended to secure the final details and to ensure that the proposals remain visually acceptable and would not adversely harm the character of the wider area.
33. In terms of existing trees, according to the submitted Landscaping layout plan there will be 6no trees removed from within the application boundary. Other tree removal works are to take place; however, they are 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 lost trees and will be discussed further in the report.
34. On the whole and subject to condition to control the final detailing, 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

35. 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.
36. 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.
37. 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.
38. The closest residential properties to the site are those to the south of the roundabout along Thornaby Road and those of Bader Avenue. However, by virtue of the nature of the development, it is considered that there would be no further impact in term of loss of

privacy to occupiers of adjacent properties given the location of the existing footpath. While the introduction of the new paths may increase foot traffic and occasional congregation of users, its primary purpose is to provide safe, direct pedestrian and cycle access for local residents. Privacy of neighbours should not be adversely affected solely by the construction of the development proposed.

39. New street lighting is proposed as part of the scheme; however, it is recognised that there is already street lighting in this location, therefore the development should not exacerbate light pollution to the adjacent residential properties. The lighting should also act as a deterrent to any potential anti-social behaviour through users or groups gathering on the footpaths. It is also considered that the site is on an active street frontage therefore it is unlikely to result in anti-social behaviour. Cleveland Police have commented on the application and have raised no objection in this regard.
40. The Environmental Health Unit have been consulted and have raised no objection to the development subject to the inclusion of conditions relating to construction working hours and unexpected contaminated land. These conditions have duly been included.
41. 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

42. 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.
43. 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.
44. 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.
45. 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.
46. Accordingly, the proposal is deemed acceptable in terms of highway safety.

Flood Risk and Drainage

47. 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.

48. The development has been considered in terms of flood risk, and the site is noted to be within EA flood zone 1. The LLFA have been consulted as part of the application and have raised no objection to the development.
49. 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.

Biodiversity Net Gain

50. As the application was submitted after the 12th of February 2024, 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 achieve biodiversity net gains of at least 10%.
51. According to the submitted BNG Assessment, the total overall ecological baseline (habitat) of the Site is 0.89BU. The report identifies that the survey area comprised of an area of modified grassland which has been categorised as 'poor' and individual urban trees classified as 'moderate'. As such, the scheme would not achieve a 10% net gain in habitat BUs on Site without habitat improvement.
52. In conjunction with the submitted Landscape drawing, 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 1.25BU, which would equate to a proposed diversity change of 27.54% which would largely exceed the 10% requirement, thus satisfying trading standards.
53. 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

54. Cleveland Police have provided comments, making suggestions for the development to incorporate elements of the Police Initiative 'Secured by Design' into the development, which has formed the basis of an informative.

Conclusion

55. In view of the assessment above, 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.
56. 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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