

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

Telephone number: 01642 528326

Email Address: wendy.thompson@stockton.gov.uk