

DELEGATED

**AGENDA NO
PLANNING COMMITTEE
9 August 2023
REPORT OF DIRECTOR OF FINANCE,
DEVELOPMENT AND BUSINESS SERVICES**

23/0975/REM

**Castlegate Shopping Centre, High Street, Stockton-on-Tees
Reserved matters application with all matters reserved for phase 1 for the erection of a
Community Diagnostics Centre building to include substation and associated hard and soft
landscaping, parking, cycle store, vehicular access, highway alterations and servicing
provisions**

Expiry Date: 23 August 2023

SUMMARY

Outline planning permission with all matters reserved was approved by Planning Committee on the 9th August 2021, for demolition of existing structures, including shopping centre, hotel and multi storey car park for the erection of new mixed use building(s) incorporating Use Classes E and/or F1 and/or F2, re-alignment and bridging over the A1305, creation of new urban park, performance space and pavilions, public realm improvements, and associated hard and soft landscaping, parking, vehicular access, highways alterations and servicing provision (21/0786/OUT). Work has commenced on the demolition and work is ongoing.

This application seeks reserved matters approval for phase 1 of the development which is the new Community Diagnostic Centre (CDC). The principle of development has been accepted through the approval of the outline permission and this application is for the more detailed consideration of the access, appearance, scale, layout and scale (the reserved matters).

The building is a modern functional building and changes have been made to the elevational treatment to create some texture and depth which will add some interest to the façade. Materials will compliment those already found within the town centre.

The access is via Tower Street and a new four-arm mini-roundabout is to be provided. The internal layout of the site is sufficient to accommodate the efficient delivery of goods, and access by service and emergency vehicles.

The application has been considered in full and there are no policy or consultation objections to the proposals subject to a number of conditions which have been recommended.

The application is recommended for approval with conditions as set out below.

RECOMMENDATION

That planning application 23/0975/REM 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

JN2385-DWG-0014A	23 May 2023
TVCDC-RYD-00-XX-DR-A-3800-S2-P2	23 May 2023
TVCDC-RYD-00-XX-DR-L-2001-S2-P9	23 May 2023
TVCDC-RYD-00-ZZ-DR-A-2701-SO-P1	23 May 2023
TVCDC-RYD-00-00-DR-A-30021-S0-P1	14 July 2023
TVCDC-RYD-00-01-DR-A-30022-S0-P1	14 July 2023
TVCDC-RYD-00-R1-DR-A-30023-S0-P1	14 July 2023
TVCDC-RYD-00-R2-DR-A-30024-S0-P1	14 July 2023
TVCDC-RYD-XX-XX-DR-A-36010-S2-P1	14 July 2023
TVCDC-RYD-XX-XX-DR-A-36011-S2-P1	14 July 2023

Reason: To define the consent.

02. Materials

Prior to the construction of any walls of the building, full details of the materials, colour and finish shall be submitted to and be approved in writing by the Local Planning Authority. The development shall be carried out in accordance with these approved details.

Reason: To enable the Local Planning Authority to control details of the proposed development .

03 Landscaping - Hardworks

Prior to the installation of any hard landscaping, full details of proposed hard landscaping shall be submitted to and be approved in writing by the Local Planning Authority. This shall include all external finishing materials (other than buildings), finished levels, tree pits and all construction details confirming materials, colours, finishes and fixings. The scheme shall be completed to the satisfaction of the Local Planning Authority and in accordance with the approved details within a period of 12 months from the date on which the development commenced or prior to the occupation of any part of the development, whichever is the later. Any defects in materials or workmanship appearing within a period of 12 months from completion of the total development shall be made-good by 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

04 Street Furniture

Prior to the installation of any street furniture, full details of any such structures associated with the development shall be submitted to and be approved in writing by the Local Planning Authority. Such street furniture as agreed shall be erected before the development hereby approved is occupied.

Reason: In the interests of the visual amenity of the locality.

05 Scheme for Illumination

Prior to its installation, full details of the method of any external illumination, along with its siting and relationship to any new tree planting shall be submitted to and be agreed in writing by the Local Planning Authority and the lighting shall be implemented wholly in accordance with the agreed scheme prior to occupation.

Reason: To enable the Local Planning Authority to control details and in the interests of amenity and highway safety.

06 Landscaping – Softworks

No development shall commence on any planting/soft landscaped areas until full details of soft landscaping scheme has been submitted to and been approved in writing by the Local Planning Authority.

This will be a detailed planting plan and specification of works indicating soil depths, plant species, numbers, densities, locations inter relationship of plants, stock size and type, grass, and planting methods including construction techniques for tree pits in hard surfacing and root barriers. All works shall be in accordance with the approved plans.

All existing or proposed utility services that may influence proposed tree planting shall be indicated on the planting plan. The scheme shall be completed in the first planting season following:

- (i) Commencement of the development;
- (ii) or agreed phases;
- (iii) or prior to the occupation of any part of the development;

whichever is the later and the development shall not be brought into use until the scheme has been completed to the satisfaction of the Local Planning Authority.

Reason: To ensure a high quality planting scheme is provided in the interests of visual amenity which contributes positively to local character and enhances bio diversity.

07 Soft Landscape Management and Maintenance

Prior to the landscape works being undertaken, full details of proposed soft landscape management plan shall be submitted to and be approved in writing by the Local Planning Authority. The soft landscape management plan shall include, long term design objectives, management responsibilities and maintenance schedules, replacement programme for all landscape areas including retained vegetation, maintenance access routes to demonstrate operations can be undertaken from publicly accessible land, special measures relating to the time of year such as protected species and their habitat, management of trees within close proximity of private properties etc.

Any vegetation which 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.

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.

Reason: To ensure satisfactory landscaping to improve the appearance of the site in the interests of visual amenity.

INFORMATIVE OF REASON FOR PLANNING APPROVAL

Informative: Working Practices

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

Informative : Environment Agency

River Tees Modelling - Advice to Applicant For awareness, River Tees Flood Modelling is currently being undertaken by the Environment Agency. The modelling outputs can be requested through a FOI request when the data has passed QA checks and has been

signed-off by the EA. We expect to have modelling deliverables early next year if there are no delays to this project.

BACKGROUND

1. Outline planning permission with all matters reserved was approved by Planning Committee on the 9th August 2021, for demolition of existing structures, including shopping centre, hotel and multi storey car park for the erection of new mixed use building(s) incorporating Use Classes E and/or F1 and/or F2, re-alignment and bridging over the A1305, creation of new urban park, performance space and pavilions, public realm improvements, and associated hard and soft landscaping, parking, vehicular access, highways alterations and servicing provision (21/0786/OUT). Work has commenced on the demolition and is ongoing.
2. The vision for the proposal was to deliver transformational change within Stockton Town Centre. The reserved matters for phases 3-9 which was primarily the re-alignment and bridging over the A1305 and creation of new urban park, was approved by planning committee on the 5 July 2023.
3. The proposed Community Diagnostic Centre (CDC) under consideration forms part of phase 1 with the public buildings coming forward in the next phase. Supporting information states that diagnostic services in England are a key component for ensuring better healthcare is provided, enabling early diagnosis and preventative action, treating illness at an early stage and reducing the impact on acute hospital attendance. The CDC programme was established to provide dedicated locations for carrying out elective diagnostic procedures away from acute facilities. Combined with an aging population and diagnostics demand forecast to increase in the coming years, the Tees Valley CDC aims to improve access to diagnostics services and generate investment in the area.
4. The CDC will serve the wider population of Tees Valley, with this facility acting as hub and connecting with three other locations across the region to deliver services. The CDC spoke sites have been operational since September 2021 and in the first 18 months delivered an additional 80,000 diagnostics tests for the population across the Tees Valley.

SITE AND SURROUNDINGS

5. The overall site covered by the outline approval comprises 5.57 hectares and is located adjacent to the River Tees which was occupied by the Castlegate Shopping Centre and adjoining multi-storey car park, as well as the former Swallow Hotel building.
6. This application focuses on proposals for part of phase 1 with the remainder to the north and east of the proposed development forming part of a future development site.
7. To the south of the site is Tower Street with several commercial buildings, including a supermarket and car park. To the west of the site is Bridge Road which meets the High Street just to the north of the site.
8. The site sits to the south of Stockton town centre. It is less than a 15 minute walk from both Stockton and Thornaby rail stations and will have excellent pedestrian links to both the west and east riverside, the latter via the Millennium Bridge which lands to the north east of the site.
9. The site is adjacent to the conservation area and opposite a grade II listed building (Thomas Sheraton)

PROPOSAL

10. This application seeks approval of all reserved matters, including details of layout, scale appearance, landscaping and means of access pursuant to outline application 21/0786/OUT, for the CDC Building (Part of Phase 1).
11. The development site for the Tees Valley CDC is 3,755sqm and the proposed buildings have an overall gross internal area of 2,865sqm. This is spread across two floors of clinical space (level 00 and 01) with a further partial floor of plant area to level R1. The ground floor equates to 1,347sqm gross internal floor area plus a further 40sqm for the HV switch / substation that sits as a stand alone building on the site. The first floor has a gross internal floor area of 1,029sqm and level R1 of 449sqm.
12. The building will include the following services:
 - Cardiology - To comprise of Echocardiography (ECHO), Electrocardiogram (ECG), Ambulatory Blood Pressure monitoring and Ambulatory ECG monitoring.
 - Radiology - Imaging services to comprise of CT, MRI, Plain X Ray and Non Obstetric Ultrasound (NOUS)
 - Sleep Services - Service to provide a base for collection and drop off service for home monitoring wearable devices
 - Pathology Services - Each of the services to be equipped to carry out phlebotomy, bloods to be analysed off-site
 - Respiratory Services - Service to comprise of Oximetry, FeNO, Blood gases, Spiro (including Bronchodilator response).
13. It is anticipated that the service will operate between 08.00 to 20.00 and will accommodate up to 86 patients per hour plus any accompanying relatives. To operate the CDC, 70 staff are anticipated on site at any one time with infrastructure provided to suit these occupancy numbers.
14. The overall site layout provides 28 parking spaces including two electrical vehicle bays, five accessible bays and 16 cycle spaces. Two dedicated ambulance bays are also provided for patient transfer and emergency situations.
15. The Tees Valley CDC will create around 130 new jobs in the area by 2026/27, and collectively is planned to deliver an additional 150,000 diagnostic tests annually.

CONSULTATIONS

16. Consultees were notified and the following comments were received.
17. Highways Transport & Design Manager
Highways Comments: The application is supported by a Transport Assessment (TA) and drawings showing the site layout and access arrangements.
The site would be accessed from Tower Street via a 4-arm mini roundabout, as shown on drawing 0014A, which would also serve the existing Lidl development. A stage 1 Road Safety Audit has been carried out on the proposals and whilst some minor issues have been raised these can be resolved at detailed design.
The site layout, as shown on drawing TVCDC-RYD-00-XX-DR-L-2001 Rev P9, is broadly in accordance with the Councils design guide and car parking in accordance with SPD3: Parking Provision for Developments 2011 has been provided. Drawings have also been provided which demonstrate that a large articulated vehicle, such as a mobile MRI unit, can access the site. As set out in the TA the Accessible and Ambulance bays on Bridge Street

and the 'Drop off' layby on Tower Street will need appropriate Traffic Regulation Orders (TROs) to ensure the use of these bays for the intended purpose can be enforced. The cost associated with the TROs should be met by the applicant. The general site layout is therefore considered to be acceptable and, subject to the applicant entering into a s278 Agreement for the work within the adopted highway, there are no highways objections to the proposals.

Landscape & Visual Comments: The Highways Transport and Design Manager raises no objections to the proposals, but requests the following conditions be applied to the consent:

- Hard landscaping including tree pit construction;
- Soft landscaping;
- Maintenance and management of soft landscaping;
- Street furniture; and
- Street lighting.

Flood Risk Management: The applicant has not provided sufficient information regarding the management of surface water runoff from the proposed development however, a condition on the Outline approval requires this information to be provided and agreed prior to work commencing on site.

18. Environmental Health Unit

I have checked the documentation provided, have found no grounds for objection to the development and do not think that conditions need to be imposed from an Environmental Health perspective at this stage. I would be recommending a noise assessment is carried out for any heating plant, equipment or extract ventilation plant when this information is available.

19. Northern Gas Networks

Northern Gas Networks acknowledges receipt of the planning application and proposals at the above location. Northern Gas Networks has no objections to these proposals, however there may be apparatus in the area that may be at risk during construction works and should the planning application be approved, then we require the promoter of these works to contact us directly to discuss our requirements in detail. Should diversionary works be required these will be fully chargeable.

20. Natural England

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

21. Canal & River Trust (Former British Waterways)

Based on the information available our substantive response (as required by the Town & Country Planning (Development Management Procedure) (England) Order 2015 (as amended)) is that the Trust has no comment to make on the proposal.

22. The Environment Agency

We have reviewed the information provided and have no objection to the reserved matters application. The development associated with this reserved matters application for the Tees Valley Community Diagnostic Centre is within flood zone 1 and is not in close proximity to an Environment Agency maintained flood defence.

River Tees Modelling - Advice to Applicant For awareness, River Tees Flood Modelling is currently being undertaken by the Environment Agency. The modelling outputs can be requested through a FOI request when the data has passed QA checks and has been signed-off by the EA. We expect to have modelling deliverables early next year if there are no delays to this project.

23. Historic England

Historic England provides advice when our engagement can add most value. In this case we are not offering advice. This should not be interpreted as comment on the merits of the

application. We suggest that you seek the views of your specialist conservation and archaeological advisers. You may also find it helpful to refer to our published advice at <https://historicengland.org.uk/advice/find/>

24. Tees Archaeology

Thank you for the consultation on this application. The proposed development site has been subject to archaeological monitoring during the demolition of the former structures on site as part of application 21/0786/OUT; no archaeological work is necessary for this application.

25. Chief Fire Officer (Cleveland Fire Brigade)

Cleveland fire Brigade offers no representations regarding the development as proposed. However, Access and Water Supplies should meet the requirements as set out in Approved Document B, Volume 1:2019, Section B5 for Dwellings. & Approved Document B Volume 2: 2019, Section B5, for buildings other than 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. & AD B Vol 2 Section B5 Table 15.2. 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, above. Further comments may be made through the building regulation consultation process as required

26. Cleveland Police

1.0 Crime risks - Burglary, theft, violence against the person and vehicle crime. Potentially some spilling over of anti-social behaviour from nearby locations. There is some public realm CCTV and nearby street lighting.

1.1 Burglary - I would recommend that external doors and windows conform to at least the police preferred minimum standards:

Lighting - Good outdoor lighting can support CCTV systems and put off or draw attention to possible offenders. The most appropriate form of lighting to use is high-efficiency, low-energy lighting, controlled by a dusk 'til dawn switching, so that it comes on only when it is dark. This provides a constant and uniform level of light and can be particularly useful in the winter months to ensure sufficient visibility at entrance and exit points, and highlight unwanted visitors around the perimeter.

Lighting across the car park and around the building should conform to BS5489:2020.

CCTV - Objectives for the use of CCTV should be clearly defined. A policy for its use and operation should be in place. An operational requirement should be drawn up for the design, performance specification and functionality of the system. In effect, it is a statement of problems, not solutions and will highlight the areas that must be observed by the system and the times and description of activities giving cause for concern. A useful reference to help achieve this goal is the CCTV Operational Requirements Manual 2009 Published by the Home Office Scientific Development Branch. CCTV cameras should be capable of recording in colour in all lighting conditions.

Maintenance - Providing regular maintenance for the growth of trees and bushes so that there is good 'natural surveillance' to deprive criminals of any cover/hiding places. Making sure that planting does not obstruct CCTV cameras or sight of doors/window points.

1.2 Theft - Strict 'key' management is a priority with fewer people accessing them as possible. Regular key audits will highlight any discrepancies/issues with missing keys or staff that may have left who still have access to keys. Keep electronic card access systems up to date and ensure that any lost cards, or staff who have left are deleted from the system as soon as practicable.

Valuables - Ensure laptops, tablets and other high-value equipment are kept out of sight from windows and kept in a lockable room/storage.

Property Marking - Consider indelible property marking to 'reduce the payoff' for a thief.

Staff responsibility - All staff should be responsible for security precautions and should be given clear instructions on what is expected of them. Staff should be aware of tailgating and be encouraged to challenge anyone in restricted areas.

1.3 Violence against the person - Despite taking crime prevention measures, staff still need to know what to do in the unlikely event of a robbery or other violent incident. Speak to them about what to do and ensure they know where the information is detailed in working policies. Our team can provide personal safety sessions free of charge to staff if requested.

1.4 Vehicle crime - Staff and visitors should be reminded when parking, that anything on display, should be removed from the vehicle, this includes coats, as a thief will often smash a vehicle window believing that a coat might contain other items or be covering some other valuables inside the vehicle.

We would recommend the 'Safer Parking Award' scheme administered by the British Parking Association (BPA) on behalf of Police Crime Prevention Initiatives (PCPI)

Bicycle and motorcycle parking - Cycle storage shelter parking should benefit from formal and informal surveillance and be provided with secure ground anchors and be covered by CCTV and lit after dark when in use.

Motorcycle and scooter parking should be fitted with Sold Secure approved ground anchors to allow the securing of these vehicles.

2.0 Anti-social behaviour - there are a number of anti-social behaviour generators adjacent to the proposed site. Please report incidents of anti-social behaviour to us, this will enable any issues to be dealt with quickly.

27. Highway England

All issues affecting the Strategic Road Network for the above application were dealt with at Outline Application stage (appn 21/0786/OUT). We therefore do not wish to comment further on this application.

28. Councillor Paul Rowling

Fully support the application. No objections.

PUBLICITY

29. Neighbours were notified and no comments were received.

PLANNING POLICY

30. 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.

31. 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

32. 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.

33. 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.
34. The following paragraphs of the NPPF are considered relevant to the determination of the application.

Paragraph 20 Strategic policies should set out an overall strategy for the pattern, scale and design quality of places, and make sufficient provision¹³ for: a) housing (including affordable housing), employment, retail, leisure and other commercial development; b) infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat); c) community facilities (such as health, education and cultural infrastructure); and d) conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure, and planning measures to address climate change mitigation and adaptation

Paragraph 38. Local planning authorities should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available, and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible

Paragraph 86. Planning policies and decisions should support the role that town centres play at the heart of local communities, by taking a positive approach to their growth, management and adaptation. Planning policies should:

- a) define a network and hierarchy of town centres and promote their long-term vitality and viability – by allowing them to grow and diversify in a way that can respond to rapid changes in the retail and leisure industries, allows a suitable mix of uses (including housing) and reflects their distinctive characters;
- b) define the extent of town centres and primary shopping areas, and make clear the range of uses permitted in such locations, as part of a positive strategy for the future of each centre;
- c) retain and enhance existing markets and, where appropriate, re-introduce or create new ones
- d) allocate a range of suitable sites in town centres to meet the scale and type of development likely to be needed, looking at least ten years ahead. Meeting anticipated needs for retail, leisure, office and other main town centre uses over this period should not be compromised by limited site availability, so town centre boundaries should be kept under review where necessary;
- e) where suitable and viable town centre sites are not available for main town centre uses, allocate appropriate edge of centre sites that are well connected to the town centre. If sufficient edge of centre sites cannot be identified, policies should explain how identified needs can be met in other accessible locations that are well connected to the town centre;

Paragraph 92. Planning policies and decisions should aim to achieve healthy, inclusive and safe places which:

- a) promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other – for example through mixed-use developments, strong neighbourhood centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages;
- 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 attractive, well-designed, clear and legible pedestrian and cycle routes, and high quality public space, which encourage the active and continual use of public areas; and
- c) enable and support healthy lifestyles, especially where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling

Paragraph 93. To provide the social, recreational and cultural facilities and services the community needs, planning policies and decisions should:

- a) plan positively for the provision and use of shared spaces, community facilities (such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments;
- b) take into account and support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community;
- c) guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs;
- d) ensure that established shops, facilities and services are able to develop and modernise, and are retained for the benefit of the community; and
- e) ensure an integrated approach to considering the location of housing, economic uses and community facilities and services

Paragraph 104. Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) the potential impacts of development on transport networks can be addressed;
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
- e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places

Paragraph 105. The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

Paragraph 106. Planning policies should:

- a) support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;

- b) be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;
- c) identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development;
- d) provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking (drawing on Local Cycling and Walking Infrastructure Plans

Paragraph 108. In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists

Paragraph 110. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that :

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- b) safe and suitable access to the site can be achieved for all users;
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

Paragraph 111. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe

Paragraph 112. Within this context, applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

Paragraph 120. Planning policies and decisions should:

- a) encourage multiple benefits from both urban and rural land, including through mixed use schemes and taking opportunities to achieve net environmental gains – such as developments that would enable new habitat creation or improve public access to the countryside;
- b) recognise that some undeveloped land can perform many functions, such as for wildlife, recreation, flood risk mitigation, cooling/shading, carbon storage or food production;
- c) give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land;

Paragraph 123. Local planning authorities should also take a positive approach to applications for alternative uses of land which is currently developed but not allocated for a specific purpose in plans, where this would help to meet identified development needs. In particular, they should support proposals to:

- a) use retail and employment land for homes in areas of high housing demand, provided this would not undermine key economic sectors or sites or the vitality and viability of town centres, and would be compatible with other policies in this Framework; and
- b) make more effective use of sites that provide community services such as schools and hospitals, provided this maintains or improves the quality of service provision and access to open space.

Paragraph 124. Planning policies and decisions should support development that makes efficient use of land, taking into account:

- a) the identified need for other forms of development, and the availability of land suitable for accommodating it;
- b) local market conditions and viability;
- c) the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;
- d) the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; and
- e) the importance of securing well-designed, attractive and healthy places.

Paragraph 126. The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. 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. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process.

Paragraph 130. Planning policies and decisions should ensure that developments: will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;

are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;

are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

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.

Paragraph 131. Trees make an important contribution to the character and quality of urban can also help mitigate and adapt to climate change. Planning policies and decisions should ensure that new streets are tree-lined, that opportunities are taken to incorporate trees elsewhere in developments (such as parks and community orchards), that appropriate measures are in place to secure the long-term maintenance of newly-planted trees, and that

existing trees are retained wherever possible. Applicants and local planning authorities should work with highways officers and tree officers to ensure that the right trees are planted in the right places, and solutions are found that are compatible with highways standards and the needs of different users.

Paragraph 132. Design quality should be considered throughout the evolution and assessment of individual proposals

Paragraph 134. Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes. Conversely, significant weight should be given to:

- a) development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or
- b) outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.

Paragraph 135. Local planning authorities should seek to ensure that the quality of approved development is not materially diminished between permission and completion, as a result of changes being made to the permitted scheme (for example through changes to approved details such as the materials used).

Paragraph 157. In determining planning applications, local planning authorities should expect new development to:

- a) comply with any development plan policies on local requirements for decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable; and
- b) take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption

Paragraph 159. Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future).

Paragraph 174. Planning policies and decisions should contribute to and enhance the natural and local environment by:

- d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures;
- e) preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans; and
- f) remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate

Paragraph 189. Heritage assets range from sites and buildings of local historic value to those of the highest significance. These assets are an irreplaceable resource, and should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations

Paragraph 194. In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets'

importance and no more than is sufficient to understand the potential impact of the proposal on their significance.

Paragraph 195. Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal.

Paragraph 197. In determining applications, local planning authorities should take account of:

- a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- c) the desirability of new development making a positive contribution to local character and distinctiveness.

Paragraph 199. When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

Paragraph 202. Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use

Paragraph 206. Local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites, and within the setting of heritage assets, to enhance or better reveal their significance.

Paragraph 207. Not all elements of a Conservation Area will necessarily contribute to its significance. Loss of a building (or other element) which makes a positive contribution to the significance of the Conservation Area should be treated either as substantial harm under paragraph 201 or less than substantial harm under paragraph 202, as appropriate, taking into account the relative significance of the element affected and its contribution to the significance of the Conservation Area as a whole

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

1. The following strategic growth needs have been identified for the period 2017/18 to 2031/32, which will be met through new sustainable development and infrastructure provision that integrates positively with the natural, built and historic environment of the Borough.

6. To meet the town centre use needs of the Borough, there is a need for:

- a. Up to 2,700 sq m (gross) of convenience retail floorspace by 2031/2032.
- b. Up to 4,500 sq m (gross) of comparison retail floorspace by 2021/22, although this could be met through the implementation of existing commitments. Beyond 2021/22 there may be a need to bring forward new comparison retail which will be determined by future retail capacity assessments.
- c. Economic growth proposals which improve the quality, range and choice of retailers in Stockton Town Centre and Billingham District Centre.

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 4 (SD4) - Economic Growth Strategy

1. Economic development needs will be directed to appropriate locations within the Borough to ensure the delivery of sustainable economic growth.

2. Proposals for the redevelopment of previously developed land, in particular prominent sites which have been derelict for a significant period of time, will be supported.

General Employment

Town Centres

11. Proposals for new town centre uses will be directed to suitable and available sites and premises in the centres within the following Town Centres Hierarchy:

Centre Tier	Location	Role and Function
Primary Shopping Area /Town Centre	a. Stockton	The largest shopping centre within the Borough containing the Primary Shopping area, an administrative function and evening economy.

Sustainable Tourism and the Tranquil River Corridor

17. Support will be given to sustainable tourism proposals in the Borough's main town centres, tourist attractions, main parks and country parks, as well as enhancing the River Tees as a leisure, recreation and water sports destination.

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:

- 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.

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.

4. Priorities for interventions to conserve and enhance the historic environment include the conservation areas of Stockton and Yarm, assets associated with the route of the Stockton & Darlington railway of 1825, the branch line to Yarm and associated structures, and assets identified as being at risk. These assets, along with Preston Park, are also the priorities for celebrating the historic environment.

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.

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

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.
5. New commercial development will be expected to provide appropriately designed signage and shop fronts.

Economic Growth Policy 1 (EG1) - General Development Sites

3. In order to maintain an adequate supply of land and premises for economic growth, all allocated sites, and all existing land and buildings last used for employment purposes, will be protected from alternative uses, unless it can be demonstrated through the submission of proportionate evidence that:
4. The following sites within Stockton Town Centre are allocated for an appropriate mix of main town centre uses and or residential development:
 - b. Southern Gateway, Stockton.

Economic Growth Policy 2 (EG2) - Managing Centres

Stockton Town Centre

3. The Primary Shopping Area, as defined on the Policies Map, will continue to be the main town centre shopping location in the Borough. The Council will aim to retain and enhance the retail function of the town centre whilst seeking a reduction in the number of vacant ground floor commercial units. In addition to the criteria above, the vitality and viability of the Primary Shopping Area will be maintained and enhanced by:
 - d. In order to consolidate the retail offer of the centre, encouraging proposals which reduce the proportion of retail uses (Use Class A1) in the wider town centre, outside the Stockton Primary Shopping Area, that provide opportunities for a wider variety of town centre uses, including offices (Use Class B1), hotels (Use Class C1) and assembly and leisure (Use Class D2).
5. Proposals to reconfigure and modernise commercial units throughout the town centre, whilst protecting and enhancing the historic character of the area, will be encouraged.

Economic Growth Policy 3 (EG3) - Protecting Centres

2. Other main town centre uses will be directed to suitable and available sites and premises in the following locations, subject to the scale and catchment of the proposal:

- a. Town and District Centres, and for office development only, Principal Office Locations; then,
- b. Sites on the edge of the Town and District Centres, which are well served by public transport and have a high likelihood of forming links with the centre; then,
- c. Within the boundaries of the Local Centres; then,
- d. Sustainable out-of-centre locations within the limits to development.

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.

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).

Natural, Built and Historic Environment Policy 4 (ENV4) - Reducing and Mitigating Flood Risk

1. All new development will be directed towards areas of the lowest flood risk to minimise the risk of flooding from all sources, and will mitigate any such risk through design and implementing sustainable drainage (SuDS) principles.

3. Site specific flood risk assessments will be required in accordance with national policy.

4. All development proposals will be designed to ensure that:

- a. Opportunities are taken to mitigate the risk of flooding elsewhere;
- b. Foul and surface water flows are separated;
- c. Appropriate surface water drainage mitigation measures are incorporated and Sustainable Drainage Systems (SuDS) are prioritised; and
- d. SuDS have regard to Tees Valley Authorities Local Standards for Sustainable Drainage (2015) or successor document.

5. Surface water run-off should be managed at source wherever possible and disposed of in the following hierarchy of preference sequence:

- a. To an infiltration or soak away system; then,
- b. To a watercourse open or closed; then,
- c. To a sewer.

6. Disposal to combined sewers should be the last resort once all other methods have been explored.

7. For developments which were previously developed, the peak runoff rate from the development to any drain, sewer or surface water body for the 1-in-1 year rainfall event and the 1-in-100 year rainfall event should be as close as reasonably practicable to the greenfield runoff rate from the development for the same rainfall event, but should never exceed the rate of discharge from the development prior to redevelopment for that event. For greenfield developments, the peak runoff rate from the development to any highway drain, sewer or surface water body for the 1-in-1 year rainfall event and the 1-in-100 year rainfall event should never exceed the peak greenfield runoff rate for the same event.

9. Sustainable Drainage Systems (SuDS) should be provided on major development (residential development comprising 10 dwellings or more and other equivalent commercial development) unless demonstrated to be inappropriate. The incorporation of SuDS should be integral to the design process and be integrated with green infrastructure. Where SuDS are provided, arrangements must be put in place for their whole life management and maintenance.

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.

3. Ecological networks and wildlife corridors will be protected, enhanced and extended.

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.

6. When proposing habitat creation it will be important to consider existing habitats and species as well as opportunities identified in the relevant Biodiversity Opportunity Areas. This will assist in ensuring proposals accord with the 'landscape scale' approach and support ecological networks.

7. Existing trees, woodlands and hedgerows which are important to the character and appearance of the local area or are of nature conservation value will be protected wherever possible. Where loss is unavoidable, replacement of appropriate scale and species will be sought on site, where practicable.

Natural, Built and Historic Environment Policy 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
 - c. Conservation Areas - Billingham Green; Bute Street; Cowpen Bewley; Eaglescliffe with Preston; Eggescliffe, Hartburn; Norton; Stockton Town Centre; Thornaby Green; Wolviston and Yarm
 - d. Listed Buildings
8. The route of the Stockton & Darlington Railway of 1825, the branch line to Yarm, and associated structures should be considered for their international interest.
 9. Where the Council identifies a building, monument, ruin, site, place, area or landscape as having significance because of its heritage interest, it will be considered a heritage asset.
 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.

Historic Environment Policy 3 (HE3) - Stockton and Darlington Railway

1. The Council will support development which safeguards the route of the historic Stockton & Darlington Railway of 1825, the branch line to Yarm and associated structures, and which preserves and enhances this cultural asset, its archaeological remains and setting.
2. The Council will require any proposal for development on or adjacent to the line(s) to show how the proposal has regard to the preservation of any physical remains along the route(s) and their interpretation on the ground, and otherwise respects and interprets the route(s) where those remains no longer exist.

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
 - g. Ensuring appropriate provision is made for taxis and coaches.
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.

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.

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;
- f. Support the provision of additional river accesses with increased landing stages/moorings/marina at appropriate locations where they are of a scale appropriate to the location;

Policy T13: Communications infrastructure

Taking into consideration viability, The Council require developers of employment or main town centre uses to deliver, as a minimum on site infrastructure including open access ducting to industry standard to enable new premises to be directly served by local fibre internet connectivity.

MATERIAL PLANNING CONSIDERATIONS

- 36. The principle of development has been established on this site and this application seeks the reserved matters approval for the access appearance, landscaping, layout and scale only.
- 37. The building is a modern functional building and changes have been made to the elevational treatment to create some texture and depth which will add some interest to the façade. Materials will compliment those already found within the town centre and proposals for the nearby urban park and submission of these final details have been conditioned but the visuals at Appendix XX broadly show how the building will look.
- 38. The supporting information states that building is orientated to respond to the historic building arrangements on the site with its principal façade and main entrance addressing Bridge Road. The building mass has been pulled back from the previous building line to create a more generous public realm, whilst still maintaining a clear reduction in the overall width at the transition from High Street to Bridge Road. The information states that cues have been taken from the historic urban grain and existing street scape to inform the approach to the organisation of the building and articulation of its mass and elevational treatment, whilst recognising that this is a modern, highly serviced building with specialist requirements to deliver the clinical uses within.
- 39. Whilst the building is adjacent to the conservation area it is not in the heart which is seen to be the High Street around the main Town Hall and Shambles. Whilst this is a modern building it is not considered that it will detract from the significance of the Conservation area or the Listed buildings especially given what it is replacing which were very much of their time (Swallow Hotel and Car park).
- 40. The scheme has a financial budget that is has to work to a balance has to be struck between external envelope and the internal facility and equipment that needs to be provided. It is clear that the benefits of this scheme are to be recognised and given significant weight with this highly important facility in the heart of the community and it is considered that the appearance and scale of the proposal is acceptable.
- 41. In terms of landscaping the external works have been developed to provide a public realm that compliments the building and wider townscape. Where possible ornamental soft planting within raised planters will be used to soften the edges of the building along Tower Street adding texture and colour. Within the car park, planting will be used to screen part of the energy centre and to the ends of parking bays. Tree planting to the front elevation of the building responds to the tree planting already found within the town centre on the High Street and within the new Urban Park proposals. To avoid clashes with underground services trees will be planted within raised planters. A number of timber benches are proposed for those

awaiting collection / drop off or using the bus stop however final details of the street furniture and hard/soft landscaping have been conditioned.

42. The access is via Tower Street and a new four-arm mini-roundabout is to be provided. A Transport Assessment and Road Safety Audit accompanies the application. The internal layout of the site is sufficient to accommodate the efficient delivery of goods, and access by service and emergency vehicles. Swept path analysis has been undertaken and demonstrates safe and satisfactory manoeuvres. No objections have been raised by the Highways Transport and Design Manager although there may be some minor changes these can be dealt with at detailed design stage and as part of the section 278 works.
43. 28 parking spaces including two electrical vehicle bays, five accessible bays and 16 cycle spaces will be provided on site. Two dedicated ambulance bays are also provided for patient transfer and emergency situations. The parking strategy for the proposals has been reviewed and it is considered that sufficient parking will be provided through a combination of the onsite and town centre car parks to serve the proposed development. .
44. Overall it is considered that the scheme is acceptable and the proposal is recommended for approval subject to conditions

CONCLUSION

45. It is recommended that the application be Approved with Conditions for the reasons specified above.

Director of Finance, Development and Business Services
Contact Officer Elaine Atkinson Telephone No 01642 526062

WARD AND WARD COUNCILLORS

Ward	Stockton Town Centre
Ward Councillor	Councillor Pauline Beall
Ward Councillor	Councillor Paul Rowling

IMPLICATIONS

Financial Implications: as report

Environmental Implications: as report

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

Community Safety Implications:

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

Background Papers

Application Files

National Planning Policy Framework

Stockton on Tees Local Plan Adopted 2019

SPD3 – Parking Provision for Developments - Oct 2011

SPD4 – Conservation and Historic Environment Folder - Jan 2006