

DELEGATED

**AGENDA NO
PLANNING COMMITTEE
10 January 2023
REPORT OF DIRECTOR OF FINANCE,
DEVELOPMENT AND BUSINESS SERVICES**

23/1490/FUL

**S H E House Macklin Avenue, Cowpen Lane Industrial Estate, Billingham
Partial demolition and sub-division of existing building into 45no self-storage units (Use Class B8) and 4no employment units (Use Class B2/B8), erection of 4no employment buildings (Use Class B2/B8) and 36no starter units (Use Class B2/B8) with associated infrastructure including access and landscaping**

Expiry Date: 12 January 2024

SUMMARY

Planning permission is sought for the partial demolition and sub-division of existing building into 45no self-storage units (Use Class B8) and 4no employment units (Use Class B2/B8), erection of 4no employment buildings (Use Class B2/B8) and 36no starter units (Use Class B2/B8) with associated infrastructure including access and landscaping at an employment site known as SHE House in Macklin Avenue, Cowpen Lane Industrial Estate, Billingham.

The site is allocated in the local plan for employment uses under Policies SD4 and EG1(i) and therefore the principle of development for this use, in this location is acceptable.

A number of objections have been received with the main issues highlighted relating to traffic and noise implications. A number of specialist reports accompany the application which have been fully considered and there are no objections to the proposed scheme from any statutory consultee subject to conditions which have been recommended.

Overall, it is considered that the proposed scheme is acceptable with a number of conditions and the application is recommended for Approval with Conditions.

RECOMMENDATION

That planning application 23/1490/FUL be approved subject to the following conditions and informatives;

01 Time Limit

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

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

02 Approved Plans

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

Plan Reference Number	Date Received
1426_100	7 August 2023

JCM056 001	7 August 2023
JCM056 005	7 August 2023
JCM056 006	7 August 2023
JCM056JM010	7 August 2023
JCM056JM011	7 August 2023
JCM056JM012	7 August 2023
JCM056JM013	7 August 2023
JCM056JM014	7 August 2023
JCM056JM015	7 August 2023
JCM056JM016	7 August 2023
JCM056 JM017A	8 August 2023
JCM056JM018	7 August 2023

Reason: To define the consent.

03 Materials

Prior to the completion of the foundations of the hereby approved development, details of the materials to be used in the construction of the external walls and roof of the development shall be submitted to and 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.

04 Energy Efficiency

Prior to the erection of any buildings, an Energy Statement shall be submitted to and approved in writing by the Local Planning Authority. The statement shall identify the predicted energy consumption, the associated CO2 emissions and how the energy hierarchy has been applied to the development, including an investigation into the feasibility and viability of connection to decentralised energy networks for heat and power and the achievement of a "Very Good" BREEAM (or equivalent) rating for the scheme. The statement shall set out the feasibility and viability of achieving a minimum 10% reduction in CO2 emissions from the development, over and above current Building Regulations Part L requirements, or a minimum of 10% of the total predicted energy requirements of the development will be generated from renewable energy sources. Development shall be carried out thereafter in a manner that incorporates any feasible and viable measures identified.

Reason: Reason: In the interests of promoting sustainable development in accordance with the requirements of Local Plan Policies ENV1 and ENV3.

05 Air Quality

Work shall be undertaken in accordance with the mitigation measures as detailed in the submitted Revised Air Quality Screening Assessment (NJD22-0239-001R/R3).

Reason: In the interests of Air Quality and the wider environment

06 Noise

Work shall be undertaken and operated in accordance with the contents and mitigation measures of the noise impact assessments and addendums accompanying the application and the site shall not exceed the predicted noise levels.

Should noise levels exceed the levels specified in the submitted Noise Impact Assessment, a sound level meter should be installed at the site boundary (at the location indicated that will

achieve 43dB-45dB) in accordance with a timeframe to be agreed in writing with the local planning authority and the sound data should be made available to the local planning authority.

Should noise levels exceed the predicted noise levels, details of any additional mitigation and a programme for implementation shall be submitted and approved in writing by the local planning authority. Any remediation measures shall be fully installed within a time period to be agreed with the local planning authority and the noise measurements must be repeated and submitted to the local planning authority for approval in writing following the completion of the mitigation works. The mitigations shall remain in place for the lifetime of the development

Reason: To ensure that the development hereby permitted is not detrimental to the amenity of the future residents by reason of undue external noise

07 Ecology

Work Shall be undertaken in accordance with Section 6 (recommendations) of the submitted Ecological Appraisal (March 2023) by OS Ecology

Reason: In order to adequately protect ecology and biodiversity in accordance with the principles of Policy ENV5 and the National Planning Policy Framework.

08 Habitat and wildlife

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

Reason: In compliance with the Habitat Regulations and Countryside and Wildlife Act.

09 Biodiversity Net Gain

Notwithstanding the submitted plans, prior to the commencement of the new development hereby permitted (excluding demolition works) a Biodiversity Gain Plan shall be submitted for approval in writing by the Local Planning Authority. The Biodiversity Gain Plan must contain, information about the steps that will be taken to minimise any adverse effect of the development on the biodiversity of the onsite habitat, and the site's pre and post-development biodiversity value, and how these gains will be incorporated within the landscaping details submitted as part of any reserved matters application. The works shall be implemented in accordance with the agreed details and any phasing programme. Such measures shall be retained thereafter for the lifetime of the development.

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

10 Ecology Survey

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

Reason: To conserve protected species and their habitat where necessary

11 Construction Environmental Management Plan

No part of the development hereby approved shall commence until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning

Authority. The CEMP shall set out, as a minimum, site specific measures to control and monitor impact arising in relation to noise and vibration, dust and air pollutants, land contamination, ecology. It shall also set out arrangements by which the developer shall maintain communication with businesses in the vicinity of the site, and by which the developer shall monitor and document compliance with the measures set out in the CEMP. The development shall be carried out in full accordance with the approved CEMP at all times.

Reason: In the interests of protecting the environment.

12 Construction Traffic Management Plan

Within each phase, no development shall take place, until a Construction Traffic Management Plan has been submitted to, and approved in writing by, the local planning authority. The CTMP shall set out, as a minimum, site specific measures to control and monitor impact arising in relation to:

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

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

Reason: In the interests of highway safety and residential amenity.

13 Tree Protection

Notwithstanding the proposals detailed in the Design and Access Statement/ submitted plans no development shall commence until a Tree Protection Plan is approved in writing by the Local Planning Authority. This must be in close accordance with:

- BS5837:2012 Trees in relation to design, demolition and construction - Recommendations
- BS3998:2010 Tree Work - Recommendations
- NJUG Guidelines For The Planning, Installation And Maintenance Of Utility Apparatus In Proximity To Trees (Issue 2) - Operatives Handbook 19th November 2007

Any such scheme agreed in writing by the Local Planning Authority shall be implemented prior to any equipment, machinery or materials being brought to site for use in the development and be maintained until all the equipment, machinery or surplus materials connected with the development have been removed from the site.

Reason: To protect the existing trees on and immediately adjacent to the site (within 10m) that the Local Planning Authority consider provide important amenity value in the locality.

14 Soft Landscape Management and Maintenance

Landscaping shall be undertaken in accordance with the Landscape Strategy (plan ref: 1426_100) and the development shall not be occupied until full details of proposed soft landscape management has been submitted to and 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, (other than small privately owned domestic gardens), 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. This information shall be submitted to and approved in writing by the Local Planning Authority.

Any vegetation within a period of 5 years from the date of from the date of completion of the total works that is dying, damaged, diseased or in the opinion of the LPA 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.

15 Discharge of Surface Water

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

- I. Detailed design of the surface water management system
- II. A build programme and timetable for the provision of the critical surface water drainage infrastructure;
- III. A management plan detailing how surface water runoff from the site will be managed during the construction phase;
- IV. Details of adoption responsibilities

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

16 Discharge of Surface Water

The development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) & Drainage Strategy Report dated 27th March 2023. The mitigation measures shall be fully implemented prior to the occupation and subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or within any period as may subsequently be agreed, in writing, by the local planning authority.

Reason: To prevent flooding by ensuring the satisfactory storage of / disposal of surface water from the site and to reduce the risk of flooding to the proposed development and future occupants.

17 Discharge of Surface Water

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

- I. Requisite elements of the approved surface water management scheme for the development, or any phase of the development are in place and fully operational to serve said building
- II. The drawings of all Suds features have been submitted and approved in writing by the Local Planning Authority, the drawings should highlight all site levels, including the 30year and 100year+cc flood levels and confirmation of storage capacity

III. A Management and maintenance plan of the approved Surface Water Drainage scheme has been submitted and approved in writing by the Local Planning Authority, this should include the funding arrangements and cover the lifetime of the development

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

18 Light Intrusion

Details of the external appearance of all new external lighting of the buildings, roads and car park areas, including colour and luminance shall be submitted to and agreed in writing with the Local Planning Authority before such lighting is erected. Any temporary or permanent lighting shall be arranged to ensure that lighting does not adversely affect the nearby residential properties. The lighting shall be installed in accordance with the agreed details and be in place prior to occupation.

Reason: To avoid light pollution in the interests of the visual amenities of the area and amenity of the residential premises.

19 Waste Collection

Each unit shall be provided with container for the storage and disposal of waste foods and other refuse from the premises. Those containers shall be constructed, maintained, and located so that access to them by vermin and unauthorised persons is prevented and arrangements shall be made for the regular lawful disposal of their contents.

Reason: to ensure a satisfactory form of development

20 Hours of operation

The hereby approved B2 units shall not operate outside the hours of 07:00-21:00Hrs Monday – Saturday and 08:00-14:00Hrs on Sunday and Bank Holidays.

Reason: In the interests of protecting the amenity of nearby residential occupiers.

21 Construction/ Demolition Noise

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

Reason: To avoid excessive noise and disturbance to the occupants of nearby properties.

22 Unexpected Land Contamination

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

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 gaining additional information required to assess the scheme and by the identification and imposition of appropriate planning conditions.

Informative: Environmental Health

Smoke Control Zone: As the property is within a smoke control area the occupant is to comply with the following:

- Only burn authorised fuels- a list of these can be found on the following link <http://smokecontrol.defra.gov.uk/fuels.php?country=e>
- Certain types of coal and wood can be burnt in smoke control areas but these are only to be burnt on DEFRA approved appliances; a list of these can be found on the following link <http://smokecontrol.defra.gov.uk/appliances.php?country=e>
- The appliance is to be installed by an approved contractor and certificates of the work to be submitted to the Local Authority.

Grease trap: Any drainage system to the premises needs to be provided with a suitable grease trap in order to prevent discharge of grease into the public sewer and associated problems occurring. This is a requirement under the current Building Regulations, Approved Document Part H (H1).

Open burning: No waste products derived as a result of carrying out any business hereby approved shall be burned on the site. An Environmental permit from the Environment Agency for the keeping, handling and disposal of waste may be necessary.

SITE AND SURROUNDINGS

1. The 3.6 hectares application site is within Cowpen Lane Industrial Estate. The site is allocated for employment uses by Policy SD4 of the Local Plan. The site has an existing unit and ongoing employment uses, comprising predominantly Use Classes B2 and B8.
2. Access to the site is provided via Royce Avenue which runs along the western boundary of the site and Macklin Avenue runs east-west along the southern boundary of the site.
3. The site is wholly located within Flood Zone 1. A number of listed buildings are located within close proximity to the site within Cowpen Bewley conservation area which is located to the north, beyond a belt of trees.

PROPOSAL

4. Planning permission is sought for the following;
 - Partial demolition (the northern aspect) and sub-division of existing building into 45no. self-storage units (Use Class B8) and 4no. employment units (Use Class B2/B8) within the existing building
 - Erection of 4 single storey employment buildings (Use Class B2/B8) to the south
 - Erection of 36no. starter units (Use Class B2/B8) to the north. The units would be in six single storey blocks
5. Parking will be provided across the site and the proposals incorporate a number of areas of green space within verges and at the edges of the site.

CONSULTATIONS

6. Consultees were notified and the following comments were received.
7. Highways Transport & Design Manager

Highways Comments: The applicant has submitted a site layout, drawing 006, a Transport Statement (TS) and a Technical Note in support of the proposals.

The TS sets out the traffic generation associated with the existing and proposed uses on the site, using trip generation rates derived from TRICS, and demonstrates that because of the proposed development the increase in traffic associated with the proposed development will be negligible. Therefore, there are no highways objections in relation to the impact of the proposals on the local highway network.

The site layout, as shown on drawing 006, including the proposed site access arrangements are broadly in accordance with the Councils design guide and are therefore also acceptable.

In accordance with SPD3: Parking Provision for Developments 2011 the level of parking required for each development parcel is as follows:

- South-eastern parcel (GFA 7,291m²) – parking requirement of 162 spaces against a provision of 60 spaces.
- South-western parcel (GFA 3,456m²) – parking requirement of 79 spaces against a provision of 61 spaces.
- North parcel (GFA 3,437m²) – parking requirement of 76 spaces against a provision of 126 spaces.

It can be seen from the proposed level of parking that the overall site has a shortfall against the SPD3 requirement however, a Technical Note has been provided which utilises the agreed TRICs information to calculate the car parking requirement for the South-eastern and South-western parcels. Based on the TRICs information the maximum car parking requirement would be as follows:

- South-eastern parcel (GFA 7,291m²) – a maximum car parking requirement of 41 spaces against a provision of 79 spaces.
- South-western parcel (GFA 3,456m²) – a maximum car parking requirement of 36 spaces against a provision of 61 spaces.

Considering the information provided within the Technical Note, which demonstrates that both the car parks for the South-eastern and South-western parcels would have spare capacity at all times, the proposed level of car parking across the whole site is considered to be acceptable.

To minimise the impact on local residents and businesses during the construction phase a construction management plan should be secured by condition. There are no highways objections to the proposals.

Landscape & Visual Comments: The applicant has submitted a Landscape and Visual Appraisal for the site. The assessment finds that there will be no significant effects on landscape character or visual amenity, or impacts upon residential receptors, or footpath, road and rail users.

The proposals require the removal of some site trees to facilitate the new development. Whilst it would be preferable to retain mature trees, they have been assessed by an arborist as 8 Category B trees, 5no. Category C trees and three shrubby groups, and 4 category U of the lowest quality. Other than a small group at the site entrance the remaining trees are internal to the site, with limited visibility from the road. A Landscape Strategy has been prepared for the development, this includes replacement tree planting throughout the site, as well as soft landscaping and therefore there would be no objection to the proposed tree removals.

There is also a mature wooded buffer along the northern boundary of the development site, and this must be retained and protected for the duration of the construction works.

A tree protection plan must be submitted and agreed prior to commencement of construction works, but this could be conditioned. A landscape management and maintenance plan is also required by condition.

Flood Risk Management: The applicant has provided sufficient information to satisfy the Local Lead Flood Authority that a surface water runoff solution can be achieved without increasing existing flood risk to the site or the surrounding area. However, the applicant has

not provided a detailed design for the management of surface water runoff from the proposed development and this information should be secured by condition.

8. Highways England Company Limited

No objection

9. Environmental Health Unit

I have checked the documentation provided, have found no grounds to object to the principle of this application, however, I have requested this case be referred to the Noise/Air Officer and the Contaminated Land Officer for further comments. I would recommend the following Advisory conditions as detailed be imposed on the development should it be approved.

- Unexpected Land Contamination
- Construction/ Demolition Noise
- In a Smoke Control Zone
- Noise disturbance from New Plant - large industrial processes
- Noise disturbance from access and egress to the premises
- Noise disturbance from vehicles servicing the premises
- Light Intrusion
- Drainage - grease trap
- Open burning
- Waste Collection

10. Environmental Health Unit (Noise and Air Quality)

Air Quality: I have reviewed the revised air quality assessment (NJD22-0239-001R/R3) and have no objections to the report or its findings. The report has assessed the impact of dust relating to construction, demolition, earthworks and track out with mitigation measures proposed to control the impact of these activities. I would recommend that the mitigation measures detailed in table 5 are implemented and used at all times during the construction phase of the development. With regards to the operational assessment in relation to air quality I agree with the findings of the report in that a detailed assessment is not necessary and mitigation measures have been proposed to address idling vehicles in section 5.2.6, as such I would recommend this be implemented at all times. I would therefore recommend the report (NJD22-0239-001R/R3) to be conditioned to ensure compliance with the mitigation measures proposed.

Noise: The noise impact assessments (NJD22-0239-002R & NJD22-0239-003L) for use of the carpark and additional vehicles on the highways suggests there will be no significant adverse impact from the development.

A noise model has been submitted (Addendum Report Ref: NJD22-0239-002R/R3) which has modelled the cumulative impact of HGV's, external plant and noise breakout from individual units. The cumulative BS4142 assessment from the model suggests there should be no exceedance of the background level during the day or night. In addition, it should be noted that the background level used in the assessment were the lowest recorded and the model is based on worst-case assessments with all units causing noise and the external plant in direct line of sight of the nearest residential. Given the context of the assessment, Environmental Health have no grounds to object to the application.

I would recommend the contents and mitigation measures of all the noise impact assessments and predicted noise levels be conditioned to ensure the future operation of the development is in-line with the submitted assessment.

I would also recommend that a condition be placed on the application that at the request of the Local Authority a sound level meter should be installed at the site boundary (at the location indicated will achieve 43dB-45dB). Should noise levels exceed those submitted in the reports once the development becomes operational, then at the request of the Local Planning Authority the developer should implement additional mitigation measures to ensure sound levels to are in compliance with those submitted within the noise reports.

Following a review of the EHO earlier comments, the suggested noise conditions in relation to plant and hours of operation/deliveries are not needed as the noise impact assessment has now addressed each of those concerns and has been modelled to demonstrate compliance with them

11. Contaminated Land Officer

A search of our environmental records shows that the proposed development is not affected by former potentially contaminative use. As defined under YALPAG Planning Guidance (June 2020), land contamination does not warrant further investigation.

12. Natural England

Summary Of Natural England's Advice: No Objection

Based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on designated sites and has no objection.

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

European sites – Teesmouth and Cleveland Coast Special Protection Area and Ramsar:

Natural England notes that the Habitats Regulations Assessment (HRA) has not been produced by your authority, but by the applicant. As competent authority, it is your responsibility to produce the HRA and be accountable for its conclusions. We provide the advice enclosed on the assumption that your authority intends to adopt this HRA to fulfil your duty as competent authority, in accordance with regulation 63 of the Conservation of Species and Habitats Regulations 2017 (as amended). Natural England is a statutory consultee on the appropriate assessment stage of the Habitats Regulations Assessment process. The appropriate assessment concludes that your authority is able to ascertain that the proposal will not result in adverse effects on the integrity of any of the sites in question. Having considered the assessment, Natural England advises that we concur with the assessment conclusions.

Teesmouth and Cleveland Coast Site of Special Scientific Interest: Based on the plans submitted, Natural England considers that the proposed development will not damage or destroy the interest features for which the site has been notified and has no objection.

Other advice: Further general advice on the consideration of protected species and other natural environment issues is provided at Annex A.

13. Health And Safety Executive

Do not advise against

14. Billingham Town Council

Billingham Town Council have no comments to make on this application.

15. Tees Archaeology

Thank you for the consultation. We have no comment to make on this application.

16. 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 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 18 tonnes. This is greater than the specified weight in AD B Vol 2 Section B5 Table 15.2.

Cleveland Fire Brigade also utilise Emergency Fire Appliances measuring 3.5m from wing mirror to wing mirror. This is greater than the minimum width of gateways specified in AD B Vol 2 Section B5 Table 15.2.

17. The following were consulted, and no comments have been received
- Ward Councillors
 - SBC Care For Your Area
 - Principal Environment Officer
 - SBC Business Development Officer
 - Northumbrian Water Limited
 - Northern Gas Networks
 - Northern Powergrid (u/g Cables, O/h Lines, Small Substations)
 - National Grid
 - The Environment Agency

PUBLICITY

18. Neighbours were notified and 15 letters of objection were received which are summarised below; The full details of the objections can be viewed online at the following web address <http://www.developmentmanagement.stockton.gov.uk/online-applications/>
- Concerns regarding noise and the cumulative impact
 - Concerns regarding increase in traffic, speed and traffic cutting junctions
 - Concerns that traffic used this as a short cut from A689 and A19
 - Littering.
 - Air pollution.
 - Light Pollution
 - Lack of Consultation

PLANNING POLICY

19. 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.
20. 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.
21. National Planning Policy Framework
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.

So that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development (paragraph 11) which for decision making means;

- approving development proposals that accord with an up-to-date development plan without delay; or
- where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

- i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
- ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

Paragraph 85. Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future. This is particularly important where Britain can be a global leader in driving innovation⁴², and in areas with high levels of productivity, which should be able to capitalise on their performance and potential

Paragraph 114. 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; 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 115. 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 116. 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 117. All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

Paragraph 135. Planning policies and decisions should ensure that developments:

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

- c) 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);
- d) 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 visit;
- e) 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
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

21 Local Planning Policy

The following planning policies are considered to be relevant to the consideration of this application.

Strategic Development Strategy Policy 1 (SD1) - Presumption in favour of Sustainable Development

1. In accordance with the Government's National Planning Policy Framework (NPPF), when the Council considers development proposals it will take a positive approach that reflects the presumption in favour of sustainable development contained in the NPPF. It will always work proactively with applicants jointly to find solutions which mean that proposals for sustainable development can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

2. Planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.

3. Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise - taking into account whether:

- Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole; or,
- Specific policies in that Framework indicate that development should be restricted.

Strategic Development Strategy Policy 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.

Economic Growth

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.

5. Economic growth proposals which attract significant numbers of people will be permitted in the vicinity of a hazardous installation only where there is no significant threat to public safety.

9. Belasis, Cowpen Lane, Durham Lane, Preston Farm, Portrack Lane and Teesside Industrial Estate are the main locations for new light industrial, general industrial and logistics related development.

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

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

1. Conserve and enhance the natural, built and historic environment through a variety of methods including:

a) Ensuring that development proposals adhere to the sustainable design principles identified within Policy SD8.

l) Preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of ground, air, water, light or noise pollution or land instability. Wherever possible proposals should seek to improve ground, air and water quality.

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

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

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

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

c. Supporting sustainable water management within development proposals.

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

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

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

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

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

Strategic Development Strategy Policy 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

1. New general employment proposals will be directed to existing premises and allocated sites in the following locations:

Site	Area (ha) Gross	Uses Permitted
General employment development focusing on logistics (B8 Use Class) manufacturing and		
i. Cowpen	4 ha	engineering (B2 Use Class).

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

Natural, Built and Historic Environment Policy 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.
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 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).

MATERIAL PLANNING CONSIDERATIONS

Principle of Development

22. The application site is located within Cowpen Lane Industrial Estate and is allocated for employment uses under Policy SD4 and EG1 of the Local Plan. The proposals comprise the redevelopment of an existing employment site and the erection of new employment buildings (Use Classes B2 and B8).
23. The proposed uses accord with the requirements of Policies SD4 and EG1 and it is therefore considered that the principle of the development is acceptable.

Character and Appearance of the area

24. The application is within an industrial area which bounds Cowpen Bewley Conservation area to the North. The site is separated from the conservation area by a large tree belt. In terms of scale, the new buildings on site would be single storey and would be in-keeping with the existing industrial units on site.
25. The materials in the newly constructed buildings would be a combination of timber cladding, powder coated industrial cladding, and brickwork with aluminium glazing and doors. The large building on site would be redeveloped and the northern elevation would be made good from similar materials as existing.
26. A Landscape Visual Appraisal [LVA], accompanies the application. It is considered that there will be some localised effects on the local landscape character due to a loss of some trees and tree groups, as well as the introduction of new built form. The proposal does not directly affect identifiable key characteristics of the landscape character area and the proposals are in keeping with the surrounding industrial context. Changes in view are limited due to the retention and reconfiguration of the large existing unit to the southeast of the site. The existing building also screens the other proposed units from views from the west. Where views are possible, the proposals are seen within the wider context of Cowpen Lane Industrial Estate, as well as the wider industrial area to the south.

27. Dense vegetation along the northern boundary of the site would restrict views from residential dwellings to the north within Cowpen Bewley. In terms of road and footpath receptors, the proposals would not appear out of context given the existing employment use of the site.
28. Construction will necessitate the removal of seventeen individual trees and three groups of trees, however, post development tree planting would assist with mitigating the losses required and a landscaping scheme has been submitted and is considered acceptable subject to the submission of a tree protection plan and a landscape management / maintenance plan which has been secured by condition.
29. The LVA recommends a range of mitigation measures such as retaining key trees to the edges of the site, tree planting, and enhancing landscape boundaries. These have been incorporated and it is considered that the proposals would be acceptable.

Amenity of Neighbours through the built development

30. The closest residential property to the site is approximately 110m to the north in Cowpen Bewley. Whilst the proposals would result in an increase in employment floorspace, there is mature, dense vegetation along the northern boundary. It is considered that this tree belt combined with the scale of the proposed buildings would ensure that there would be a negligible impact on the residential amenity of any nearby residential receptors in terms of loss of privacy, overshadowing or overbearing.
31. Other matters in terms of amenity are considered in the remainder of the report.

Noise

32. A Noise Assessment accompanies the application, and a number of concerns have been raised by the local residents in relation to this matter. The Noise assessment and the requested additional information has been fully considered by the Environmental Health Team
33. The noise impact assessments in terms of transport suggests there will be no significant adverse impact from the development. The submitted cumulative noise assessment considered highways, plant and general noise breakout and the findings of the report suggests there should be no exceedance of the background level during the day or night. The modelling used the lowest background level recorded, and the model is based on worst-case assessments which is considered a robust form of assessment.
34. Environmental Health have considered submitted information and do not object to the application subject to the mitigation measures and predicted noise levels being conditioned and verified. A condition has been recommended to secure these details.
35. Following a review of the EHO earlier comments, the suggested noise conditions in relation to plant and hours of operation/deliveries are not required as the noise impact assessment has now addressed each of those concerns and has been modelled to demonstrate compliance. The hours of operation have been conditioned to the Applicants requirements.

Air Quality

36. An Air Quality Assessment accompanies the application and subject to a series of mitigation measures, there should be no impact during construction.
37. With regards to the operational phase, the report finds that the predicted low increase in vehicle movements would not cause any air quality objectives to be approached or exceeded at existing receptor locations.

38. The information has been considered in full and air quality is not considered to be detrimentally affected by the proposed scheme subject to mitigation measures to reduce dust impact which can be included in the Construction Environmental Management Plan. A condition has been recommended to secure the submission of a CEMP. This view is supported by the Environmental Health Team who has raised no objections.

Highway implications

39. A Transport Statement supports the planning application and further information was sought by the Highways Transport and Design Manager.
40. In terms of trip generation, the site is already in employment use and would therefore already generate a number of vehicle trips. Using trip generation rates derived from TRICS the proposed scheme identifies that the net impact of the proposed development will be 1 additional vehicle in the morning peak hour and 29 additional vehicles in the evening peak hour, compared to the traffic generating potential of the existing site which is considered negligible. As such it is concluded that the proposals will have no material impact upon the operation of the local highway network.
41. Access will be taken from a new priority-controlled T-junction with Macklin Avenue c.90m to the east of the existing access junction and c.40m to the east of the junction with Lagonda Road. The proposed site access arrangements are broadly in accordance with the Councils design guide and are therefore considered acceptable
42. In terms of cycle parking and car parking provision the additional Technical Note demonstrates that both the car parks for the South-eastern and South-western parcels would have spare capacity at all times and therefore the proposed level of car parking across the whole site is considered to be acceptable and no objections have been raised. The provision of cycle parking is also acceptable with space for 28 cycles.
43. Comments from neighbours are noted stating that the predictions are unrealistic, however the report was considered in full using recognised trip generation rates and there would be no reason to refuse the application on this basis. It should be noted that 45 units are for self-storage which will attract much less cars than general industrial units.

Flood Risk and Drainage

44. The application sites is located within Flood Zone 1 and there would be no objection to the development of this land.
45. In terms of foul and surface water, both will discharge to the public sewers and no objections have been raised in this regard subject to conditions.
46. As such, it is considered that the development would not lead to an increase in flood risk on-site or off-site and would be acceptable from a flood risk and drainage perspective.

Ecology and Biodiversity

47. An ecological appraisal accompanies the application. Habitats on site are considered to be of low value, and the site is considered to be of low suitability to roosting bats, however a small number of potential roosting features were noted during initial survey. Following this survey a dusk emergence survey was completed which concluded the building supports common pipistrelle day roosts with a maximum count of two bats. Roosts are of local value. Should building demolition not be undertaken prior to spring 2024, an updated bat survey will be

necessary to support the required Natural England licence. A condition has been recommended to this effect.

48. The site provides few foraging and nesting opportunities to bird species, with only a few trees scattered around the site. The woodland habitats off-site to the north provide higher quality habitat for bird species, however, the building itself could provide nesting opportunities for bird species. Due to the nature of the site other protected species are considered likely absent.
49. Following consultation with Natural England it was advised that a likely significant effect could not be ruled out and a HRA Habitats Regulations Assessment (HRA - Stage 2 Appropriate Assessment) was undertaken and submitted in support of the application which has been adopted by the local authority in its role as competent authority in accordance with regulation 63 of the Conservation of Species and Habitats Regulations 2017 (as amended).
50. It was identified that noise during the construction phase has the potential to have a significant effect and an appropriate assessment is required in relation to his potential impact pathway. A noise study has been undertaken to determine the anticipated noise level associated with the demolition and construction phase of the development at the Teesmouth and Cleveland Coast SPA and the findings have shown that there are no “direct impacts” on the Natura Sites are predicted as a result of the development and no areas of “functional land” will be lost.
51. Noise assessment has demonstrated that noise levels during the construction phase will be sufficiently low at the designated sites that guidance indicates impacts are unlikely. Habitats within close proximity to the development site where noise levels will without mitigation be higher, are either unsuitable for the qualifying species of the SPA or any use is likely to be sufficiently low level that any short-term disturbance during the construction phase will not have a significant effect on populations. All other potential impact pathways have been ‘screened out’ due to the nature of the proposed development and the distance to the designated site. All works will be undertaken to a CEMP which will include noise control measures, further reducing the risk of disturbance effects and this has been conditioned.

Land Contamination

52. A Phase 1 Preliminary Investigation Report accompanies the application, and it is possible that contamination is present associated with the site’s previous use. As such, the report recommends that further intrusive investigations are carried out. In relation to ground gas, possible deep made ground on site and an infilled pond within 100m of the site is present and therefore a gas risk assessment is recommended.
53. The submitted information was considered by the Councils Contaminated Land Team and a search of environmental records shows that the proposed development is not affected by former potentially contaminative use. As defined under YALPAG Planning Guidance (June 2020), land contamination does not warrant further investigation, nonetheless a condition to address any unexpected land contamination has been recommended.

Other Matters

54. Comments in relation to open burning and a grease trap from Environmental Health are noted and have been added as an informative

CONCLUSION

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	Billingham South
Ward Councillor	Councillor Katie Weston
Ward Councillor	Councillor Paul Weston

IMPLICATIONS

Financial Implications: None

Environmental Implications: See report

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

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

Background Papers

National Planning Policy Framework
Stockton on Tees Local Plan Adopted 2019
SPD3 – Parking Provision for Developments - Oct 2011