

DELEGATED

**AGENDA NO
PLANNING COMMITTEE
05 December 2024
REPORT OF ASSISTANT DIRECTOR OF
INCLUSIVE GROWTH AND DEVELOPMENT**

24/1351/FUL

Land to The West of Thornaby Pavilion, Thornaby, TS17 9EW

Erection of a leisure centre incorporating a gym and swimming pool, along with a link bridge to provide a connection to the existing Thornaby Pavilion, with associated access, parking and infrastructure.

Expiry Date: 30 October 2024

SUMMARY

Planning permission is sought for the erection of a leisure centre, which will incorporate a gym and swimming pool, along with a link bridge at first floor to connect to the existing Thornaby Pavilion leisure facilities, together with associated access, parking and infrastructure.

The application is within the centre of Thornaby, in the designated district centre, on a parcel of previously developed, brownfield land. The redevelopment of the site for leisure purposes, would be commensurate with the surrounding land uses, therefore the principle of development in this location is considered acceptable.

The application has not generated any letters of objection following neighbour consultations and no objections have been raised by statutory consultees. The application has been called to Planning Committee for determination as the application has been made by Stockton Borough Council and falls outside of Officers scheme of delegation.

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

RECOMMENDATION

That planning application 24/1351/FUL be approved subject to the following conditions and informatives;

Time Limit

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

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

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

Plan Reference Number	Date Received
THP-RYD-00-00-DDR-A-3000-S2-P12	31 July 2024
THP-RYD-00-01-DDR-A-3001-S2-P12	31 July 2024
THP-RYD-00-ZZ-DDR-A-3002-S2-P7	31 July 2024
THP-RYD-00-ZZ-DDR-A-3600-S2-P7	31 July 2024
THP-RYD-00-ZZ-DDR-A-3800-S2-P2	31 July 2024
THP-RYD-00-ZZ-DDR-A-3850-S2-P2	31 July 2024
THP-RYD-XX-XX-LSH-A-0002-S2-P01	31 July 2024
THP-BGP-02-00-DDR-C-2137_P01	31 July 2024
THP-BGP-02-00-DDR-C-2138_P01	31 July 2024
THP-BGP-02-00-DDR-C-2139_P01	31 July 2024
THP-RYD-XX-XX-DR-L-2001-S2-P1	31 July 2024
THP-RYD-XX-XX-DR-L-2100-S2-P3	31 July 2024
THP-RYD-XX-XX-DR-L-2110-S2-P1	31 July 2024
THP-RYD-XX-XX-DR-L-2120-S2-P1	31 July 2024
THP-RYD-XX-XX-DR-L-2701-S2-P1	31 July 2024
THP-RYD-XX-XX-DR-L-7000-S2-P1	31 July 2024
THP-RYD-ZZ-ZZ-DDR-A-0100-S2-P3	31 July 2024
THP-BGP-02-00-DDR-C-2131_P04	23 October 2024
THP-BGP-02-00-DDR-C-2132_P04	23 October 2024
THP-BGP-02-00-DDR-C-2133_P02	23 October 2024
THP-BGP-02-00-DDR-C-2139_P02	23 October 2024
THP-BGP-02-XX-TRP-C-2023_REV002	23 October 2024

Reason: To define the consent.

External Materials

- 03 The development shall be carried out in accordance with the external materials as detailed in the submitted or otherwise approved 'Planning Exterior Elevation Building Material Schedule', reference 'THP-RYD-XX-XX-LSH-A-0002-S2-P01', submitted 31.07.24

Reason: In the interest of visual amenity and in accordance with Policy SD8 of the Stockton on Tees Local Plan and Chapter 12 of the National Planning Policy Framework.

Hardsurfacing Details

- 04 Notwithstanding details of the submitted plans, no external hardsurfacing shall be laid until details have first been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details thereafter.

Reason: In the interest of visual amenity and to comply with Policy SD8 of the Stockton on Tees Local Plan and Chapter 12 of the National Planning Policy Framework.

External Lighting

- 05 Notwithstanding details of the submitted plans, no external lighting shall be installed until precise details including specification and location have been submitted to and agreed in writing by the Local Planning Authority. Such scheme shall be developed in conjunction with the sensitive lighting requirements outlined in the submitted Ecological Impact Assessment. The lighting scheme shall thereafter be implemented in accordance with the approved details.

Reason: In the interest of amenity and to avoid unnecessary light pollution in accordance with Policy SD5, SD8 and ENV7 of the Stockton on Tees Local Plan and Chapters 12 and 15 of the National Planning Policy Framework.

Tree Protection

- 06 No development shall commence until tree protection measures as outlined in Section 8 of the submitted 'Arboricultural Constraints Survey, Impact Assessment, Protection Plan and Method Statement', produced by 'Ecoserv Ltd', dated 24th May 2024 have been undertaken. The tree protection measures shall remain in place during the entire construction period of the development hereby approved.

Reason: In in the interest of tree protection and visual amenity and to accord with Policies SD5 and SD8 of the Stockton-on-Tees Local Plan and Part 12 and 15 of the National Planning Policy Framework.

Landscaping Details

- 07 Notwithstanding details of the submitted landscaping strategy, no development above base course level shall commence until a detailed landscaping scheme in conjunction with the Biodiversity Management and Monitoring Plan has been submitted to and been approved in writing by the Local Planning Authority.

The landscape scheme shall include accurate plan-based details of the following:

- Details of hard and soft landscaping including planting species, sizes, layout, densities, numbers.
- Details of planting procedures or specification.
- Finished topsoil levels and depths.
- Details of temporary topsoil and subsoil storage provision.

- Seeded or turf areas, habitat creation areas and details etc. Details of land and surface drainage.
- The establishment maintenance regime, including watering, rabbit protection, tree stakes, guards etc.

Any submitted scheme must be shown to comply with legislation protecting nesting birds and roosting bats.

Reason: In the interests of the visual amenity of the area and to comply with Policies SD5 and SD8 of the Stockton-on-Tees Local Plan and Part 12 and 15 of the National Planning Policy Framework.

Landscaping Implementation

08 All new planting, seeding or turfing and habitat creation in the approved details of the landscaping scheme and Biodiversity Net Gains requirements shall be carried out in the first available planting season following the practical completion of the development.

No tree shall be felled or hedge removed until the removal/felling is shown to comply with legislation protecting nesting birds and roosting bats.

Any approved replacement tree or hedge planting shall be carried out within 12 months of felling and removals of existing trees and hedges.

Any trees or plants which die, fail to flourish or are removed within a period of 5 years from the substantial completion of the development shall be replaced in the next planting season with others of similar size and species.

Replacements will be subject to the same conditions.

Reason: In the interests of the visual amenity of the area and to comply with Policies SD5 and SD8 of the Stockton-on-Tees Local Plan and Part 12 and 15 of the National Planning Policy Framework.

Noise Report

09 The development shall be carried out in strict accordance with the submitted 'plant noise assessment' report, produced by Apex Acoustics Limited, dated 12th July 2024. The noise level of plant hereby approved shall not exceed noise levels as outlined in Table 3 of the report, and the plant shall be maintained and serviced in accordance with manufacturer requirements.

Any new additional plant required, the details of which, including an updated noise assessment, shall first be submitted to and approved in writing by the Local Planning Authority and thereafter installed in accordance with the details as approved.

Reason: to ensure the proposals do not result in unacceptable noise generation and to accord with Policies SD5 and ENV7 of the Stockton-on-Tees Local Plan and Part 15 of the National Planning Policy Framework.

Air Quality

10 The development shall be carried out in strict accordance with the mitigation measures outlined in Section 7 of the submitted Air Quality Assessment - Rev B, produced by Apex Acoustics Limited, dated 11.07.24.

Reason: In the interest of air quality and the wider environment and to accord with Policies SD5 and ENV7 of the Stockton-on-Tees Local Plan and Part 15 of the National Planning Policy Framework.

Unexpected Land Contamination

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

Reason: To ensure any unknown contaminative features encountered during the development are investigated and remediated to an acceptable standard.

Travel Plan

- 12 Within 12 months of the date of occupation of the development hereby approved, a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The measures contained within the approved Travel Plan shall be implemented in full thereafter.

Reason: To establish measures to encourage more sustainable non-car modes of transport in accordance with Policies SD5, SD6, SD8 and TI1 of the Stockton-on-Tees Local Plan and Part 9 of the National Planning Policy Framework.

Construction Environmental Management Plan

- 13 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 construction traffic, 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 highway safety and amenity in accordance with the principles of Policies SD5, SD6, SD8, TI1 and ENV7 of the Stockton-on-Tees Local Plan and Part 15 of the National Planning Policy Framework.

Discharge of Surface Water

- 14 The development of foul and surface water installation 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.

Packaged Pumping Station Details

- 15 The development of foul and surface water installation hereby approved shall not be commenced on site, until full details of the proposed Package Pumping Station have been submitted and approved in writing by the Local Planning Authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved maintenance plan.

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

Biodiversity Net Gain

- 16 The development hereby permitted shall be carried out in accordance with the submitted 'Biodiversity Net Gain Statement', produced by 'Ecosurv Ltd', dated 17 July 2024 (ref: R2) to ensure that there is a minimum 10% net gain in biodiversity within a 30 year period as a result of the development and the Plan shall be implemented in full.

No development above base course level shall commence until a Biodiversity Management and Monitoring Plan (in conjunction with the approved Landscaping scheme) to ensure that there is a minimum 10% net gain in biodiversity within a 30 year period as a result of the development has been submitted to and agreed in writing by the Local Planning Authority. The Biodiversity Management Plan shall include 30 year objectives, management responsibilities, maintenance schedules and a methodology to ensure the submission of monitoring reports.

Monitoring reports will be submitted to the Council during years 2, 5, 7, 10, 20 and 30 from commencement of development unless otherwise stated in the Biodiversity Management Plan, demonstrating how the BNG is progressing towards achieving its objectives, evidence of arrangements and any rectifying measures needed.

Reason: In the interests of ensuring measurable net gains to biodiversity and allow the LPA to discharge its duties in accordance with Policies SD5, SD8 and ENV5 of the Stockton-on-Tees Local Plan and Part 15 of the National Planning Policy Framework.

Ecology and mitigation

- 17 The development hereby approved shall be undertaken in strict accordance with the 'Mitigation' as outlined in Section 8 of the submitted Ecological Impact Assessment, produced by Ecoserv Ltd, dated 06.07.24.

Reason: In order to adequately protect ecology and biodiversity in accordance with the principles of Policies SD5, SD8 and ENV5 of the Stockton-on-Tees Local Plan and Part 15 of the National Planning Policy Framework.

Construction Hours

- 18 In undertaking the development that is hereby approved:

No external construction works, works of demolition, deliveries, external running of plant and equipment shall take place other than between the hours of 0800 to 1800 on Monday to Friday and 0900 to 1300 on Saturday.

No internal works audible outside the site boundary shall take place on the site other than between the hours of 0800 to 1800 on Monday to Friday and 0900 to 1300 on Saturday.

No construction works or works of demolition whatsoever, including deliveries, external running of plant and equipment, internal works whether audible or not outside the site boundary, shall take place on Sundays, Public or Bank Holidays.

For the purposes of this condition, construction works are defined as: The carrying out of any building, civil engineering or engineering construction work involving the use of plant and machinery including hand tools.

Reason: To protect the residential amenity of existing residents from the development.

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: Bats and nesting birds

Bats and nesting birds are protected under the Wildlife and Countryside Act (1981) and the Conservation of Habitats and Species Regulations 2017. It is an offence to deliberately capture, injure, disturb or kill bats or damage or destroy a roost or habitat. Therefore close inspection of buildings should be undertaken for bats and their roosts, and nests prior to the commencement of any works. This should include any crevices, holes or cracks. If bird nests are evident works should be avoided during the bird nesting season (March-September). If bats are found, work should cease immediately, and contact be made with the National Bat Helpline on 0345 1300 228 or email the BCT on enquiries@bats.org.uk to discuss the best way forward.

Northern Gas Networks

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.

Cleveland Fire Brigade

Cleveland Fire Brigade is fully committed to the installation of Automatic Fire Suppression Systems (AFSS) in all premises where their inclusion will support fire safety, we therefore recommend that as part of the submission the client consider the installation of sprinklers or a suitable alternative AFS system.

Further comments may be made through the building regulation consultation process as required.

Secure by Design (Cleveland Police)

Cleveland Police would encourage the applicant to get in touch at their earliest convenience to discuss measures that might be incorporated into the scheme in order to reduce crime and antisocial behaviour. (doco@cleveland.police.uk)

BACKGROUND

1. An application for Prior Notification for a proposed change of use from office (B1a) to 56.no residential apartments (C3) was submitted to the LPA in February 2017 and subsequently approved in March 2017. This permission however was not implemented.
2. An application for Prior Notification for Demolition (ref: 22/2539/DEM) for the three-storey office block, previously known as Pheonix House was submitted to the LPA in December 2022, and subsequently approved and the office block demolished in 2023.

SITE AND SURROUNDINGS

3. The application site is a brownfield site which previously contained a three-storey office block known as Pheonix House, last occupied by npower up until 2014. The office block was marketed and despite a successful planning permission under Prior Notification for the change of use to residential apartments, the building remained vacant up until 2023 where it then gained prior approval for the demolition under application reference 22/2539/DEM and was subsequently demolished.
4. The site lies in the designated District Centre of Thornaby, off Trenchard Avenue to the east. It encompasses an area of approximately 0.49 hectares and is derelict land comprising of part unvegetated, unsealed surface and part sealed surface. The site is currently enclosed by high-level fence hoarding.
5. The site is located within the centre of Thornaby, predominantly surrounded by retail and leisure uses, with Thornaby Pavilion to the immediate east and the retail centre just beyond. North of the site is the vacant Golden Eagle Hotel and associated car park, which at the time of writing is currently pending a decision under the Prior Notification procedure for demolition and redevelopment. South of the site is Thornaby Medical Centre which shares vehicular access via Trenchard Avenue. East of the Medical Centre is the ASDA superstore. The wider site context is surrounded by residential development to the west, south and east with Christ the King Catholic Church to the west across Trenchard Avenue.

PROPOSAL

6. Planning permission is sought for the erection of a leisure centre to extend the existing leisure facilities at Thornaby Pavilion and will incorporate associated access, parking and infrastructure.
7. The detached structure will offer 2,060 sq.m of floor space, varying in height from one to two storeys and will include a link bridge at first floor level to connect to the existing Thornaby Pavilion. The new leisure centre will provide a lobby/reception area, a five-lane swimming pool with associated changing village to include, showers, WC's and pool operations including a large pump room. To the upper floor it is proposed to incorporate a new gym with associated dry changing facilities.
8. The development will include a new internal lift to provide accessible access, which at first floor will be located close to the link bridge which has been strategically placed to provide the shortest possible route between the two buildings and causing the least interventions to the Pavilion building. As part of the wider plans for the development, the Pavilion building will remain unchanged at ground floor level however will undergo internal reconfigurations to the first-floor spaces, however, these alterations aren't included in the proposed application, as they are internal works which don't require planning permission.

9. The new building will be constructed externally of materials including facing brick and external dark grey cladding and will measure 13.68m in total height which is lower than the existing Pavilion building.
10. The development will be served by a new vehicle, pedestrian and cycle access from the north, via Trenchard Avenue and include new parking provision for 47no vehicles and 30no cycle spaces. The car park will also include coach drop off areas. The existing vehicle access point to the south will remain open and will be used to exit the car park.
11. Whilst the site is limited in terms of existing vegetation, 2no existing trees located to the north east corner of the site will be retained and protected and will be incorporated into the proposed planting strategy for the site.

CONSULTATIONS

12. Consultees were notified and the following comments were received (in summary).
13. EHU Contaminated Land – I have checked the Phase 1 Desk Top Study submitted (Solmek, Ref S221018, Oct 2022) and this identified potential contaminative sources including asbestos, ground gas and made ground. I have reviewed the submitted Phase 2 site investigation (Report Ref S240735, Sept 2024) and the stage 1 risk assessment (Report Ref S221018, Oct 2022) undertaken by Solmek Ltd.

I am satisfied that the contaminated land assessment, including the gas risk assessment, has been undertaken in accordance with the relevant guidance. Based on the information submitted, there is a low risk to health from ground conditions and as such no further actions are required to be undertaken. I would request that the gas monitoring results are submitted as an addendum to confirm the findings. I would recommend the following condition is imposed on the development.

Reporting unexpected land contamination

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority.

14. EHU Air Quality - We have received clarity back on the IAQM guidance and as such can confirm the applicant does not need to move to detailed assessment stage. I have reviewed the submitted air quality assessment and would ask that all mitigation measures detailed in the report are implemented at all times.
15. Councillor Ray Godwin – adds full support to this application and have no additional comments to raise.
16. Highways Comments – The applicant has submitted a transport statement (TS), a transport note (TN) and a site layout, as shown on drawing THP - RYD - XX - XX - DR - L - 2001 Rev P1, in support of the proposals which have been considered against the Councils design guide and parking standards.

Based on the Councils parking standards, as set out in SPD3: Parking Provision for Developments 2011, the proposals would require a total of 94 parking spaces based on a GFA of 2063m² (@1/22m²) and a total of 47 parking spaces are to be provided.

Whilst this is a significant shortfall against the SDP3 requirement the level of parking is considered to be acceptable, in this instance, as the site is within walking distance of circa 700 parking spaces at the Pavilion, which are time limited for up to 3 hours free parking, with the majority located off Mitchell Avenue (accessed via Allensway and Trenchard Avenue respectively) at the northern extent of the site.

It is also noted that the site is in a sustainable location that is well served by public transport with the Number 15, 16 and 17 services accessible from stops on Trenchard Avenue and Mitchell Avenue.

Coach drop-off and collection for the proposed development will be provided at the existing bus lay-by, adjacent to the site, on Trenchard Avenue. This will allow passengers to board and depart without having to cross the road. After dropping off passengers the coach will move on and return to collect passenger at the appropriate time.

To ensure there is no conflict between coaches and existing public bus services a new on-carriageway bus stop cage will be provided to the south of the lay-by to facilitate the existing bus services on Trenchard Avenue.

Swept path analysis has been undertaken for the relevant delivery and servicing vehicles which demonstrates that the service yard to the rear of the site can be accessed safely.

Considering the above, and subject to a Construction Management Plan being secured by condition, there are no highways objections to the proposals.

17. SBC Flood Risk – The applicant has provided sufficient information to satisfy the Lead Local Flood Authority that a surface water runoff solution can be achieved without increasing existing flood risk to the site or the surrounding area. Further detail is required for the proposed packaged pumping station specification, and details regarding the construction of the Surface Water Drainage Scheme, however this can be conditioned.
18. Northern Gas Networks - objections to these proposals.
19. National Grid - There are no National Gas assets affected in this area.
20. Highway England – No objection
21. Sport England – In our response dated 13th September 2024 (in ‘broad support’ of the application) we advised that further detail around the strategic justification for the scale/form of provision and explanation of its design against recognised design guidance would allow Sport England to be fully supportive of the proposal.

In light of the above we welcome the applicant’s submission of the document entitled ‘Thornaby Pavilion Sport England Compliance Tracker. It demonstrates that the proposal is compliant against Sport England’s design guidance across a range of detailed internal design matters.

As the proposal has been shown to be compliant with Sport England’s design guidance we wish to offer our support for its development.

22. Cleveland Police – I've looked at the plans and Design and Access statement and would recommend that the applicant adopts the principles of Secured by Design for this development.

Additionally:

- Could cycle storage be a little closer to the building entrance/be better surveilled.

- Covered cycling storage should be to Secured by Design specification and ideally moved to a better surveilled location.
- I note that there is to be CCTV internally and externally. This proposed system should be capable of recording images in colour in all lighting conditions.
- There looks to be very little surveillance from the building over some parts of the parking areas. Could this be addressed by providing additional windows overlooking these spots?
- Can the proposed 2.4 gate and fence be moved forward to prevent a recess at the front of the building

23. Chief Fire Officer (Cleveland Fire Brigade) – 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. Please note Cleveland Fire Brigade now utilise a Magirus Multistar Combined Aerial Rescue Pump (CARP) which has a vehicle weight of 18 tonnes which 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 which are greater than the minimum width of gateways specified in AD B Vol 2 Section B5 Table 15.2.

Cleveland Fire Brigade are fully committed to the installation of Automatic Fire Suppression Systems (AFSS) in all premises where their inclusion will support fire safety, we therefore recommend that as part of the submission the client consider the installation of sprinklers or a suitable alternative AFS system.

PUBLICITY

24. Neighbours were notified and no comments were received.

PLANNING POLICY

25. 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.

26. 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.

27. 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 90. 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; and
- f) recognise that residential development often plays an important role in ensuring the vitality of centres and encourage residential development on appropriate sites.

Paragraph 96. Planning policies and decisions should aim to achieve healthy, inclusive and safe places and beautiful buildings 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 beautiful, 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 97. 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 108. Transport issues should be considered from the earliest stages of planmaking 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 109. 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 planmaking and decision-making.

Paragraph 111. If setting local parking standards for residential and non-residential development, policies should take into account:

- a) the accessibility of the development;
- b) the type, mix and use of development;
- c) the availability of and opportunities for public transport;
- d) local car ownership levels; and
- e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

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 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 123. Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy

for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or 'brownfield' land.

Paragraph 124. 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;
- d) promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively (for example converting space above shops, and building on or above service yards, car parks, lock-ups and railway infrastructure); and
- e) support opportunities to use the airspace above existing residential and commercial premises for new homes. In particular, they should allow upward extensions where the development would be consistent with the prevailing height and form of neighbouring properties and the overall street scene, is well-designed (including complying with any local design policies and standards), and can maintain safe access and egress for occupiers.

Paragraph 131. 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 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 wellbeing, 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 136. Trees make an important contribution to the character and quality of urban environments, and 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

28. 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 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.

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:

District Centre

b. Billingham

c. Thornaby

District centres will generally comprise groups of shops often containing at least one

Employment and Training Opportunities

19. Support will be given to the creation of employment and training opportunities for residents.

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.

- b) Protecting and enhancing designated sites (including the Teesmouth and Cleveland Coast Special Protection Area and Ramsar) and other existing resources alongside the provision of new resources.
 - c) Protecting and enhancing green infrastructure networks and assets, alongside the preservation, restoration and re-creation of priority habitats, ecological networks and the protection and recovery of priority species.
 - d) Enhancing woodlands and supporting the increase of tree cover where appropriate.
 - e) Supporting development of an appropriate scale within the countryside where it does not harm its character and appearance, and provides for sport and recreation or development identified within Policies SD3 and SD4.
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 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.

4. New development will seek provision of adequate waste recycling, storage and collection facilities, which are appropriately sited and designed.

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:

- a. The development does not lead to the loss of a key strategic site that would undermine economic growth across the Borough and/or the wider Tees Valley; and,
- b. The site or premises is no longer required for employment purposes, as demonstrated by an appropriate period of marketing extending to at least 12 months; and,
- c. The loss of the site, or part of the site, does not result in a negative impact on existing businesses prejudicing further commercial expansion in the area, when considered against policies SD8 and ENV7; and,
- d. Where appropriate, it has been demonstrated that redevelopment or refurbishment of the site is not viable for continued employment uses, or continued employment use would result in unacceptable traffic or environmental problems which would be significantly alleviated by the proposed use.

5. Proposals which support the continued regeneration of Billingham and Thornaby District Centres will be supported.

Economic Growth Policy 2 (EG2) - Managing Centres

Maintaining Vitality & Viability

1. The Council will seek to maintain and enhance the vitality and viability of all centres in the Town Centre Hierarchy, as defined in Policy SD4 and represented on the Policies Map. Proposals for the change of use, or redevelopment of premises, away from retail (Use Class A1) will only be supported where it can be demonstrated that:

- a. The proposal will contribute to the centre's vitality and viability and does not detrimentally impact on the retail function of the centre; and
- b. The proposal does not result in the unjustified loss of a key retail unit which due to its size, location or other characteristic is an important component of the retail function of the centre; and
- c. The proposal does not result in an over-concentration of non-retail or evening economy uses to the detriment of the vitality and viability of the centre; and
- d. Proportionate evidence has been provided to demonstrate that the premises are no longer required for retail purposes.

District Centres

6. The Council will, where appropriate, work with the owners of Billingham and Thornaby District Centres and local communities to develop schemes to maintain and enhance the vitality and viability of these modern district centres, particularly where the proposal will generate significant regeneration benefits for the wider centre.

8. Proposed new retail and leisure uses within Billingham, Norton, Thornaby and Yarm District Centres will only be permitted where they would not have a significant adverse impact upon:
- Existing, committed and planned public and private investment in other town and district centres; and,
 - The vitality and viability, including local consumer choice and trade in other town and district centres.

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:
- Town and District Centres, and for office development only, Principal Office Locations; then,
 - 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,
 - Within the boundaries of the Local Centres; then,
 - Sustainable out-of-centre locations within the limits to development.

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.

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:

- 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.
- Suitable access is provided for all people, including those with disabilities, to all modes of transport.
- 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.
- Appropriate infrastructure is provided which supports Travel Demand Management to reduce travel by the private car and incentivises the use of sustainable transport options.
- New development incorporates safe and secure layouts which minimises conflict between traffic, cyclists or pedestrians.

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;

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.
2. Development on land in Flood Zones 2 or 3 will only be permitted following:
 - a. The successful completion of the Sequential and Exception Tests (where required); and
 - b. A site specific flood risk assessment, demonstrating development will be safe over the lifetime of the development, including access and egress, without increasing flood risk elsewhere and where possible reducing flood risk overall.
3. Site specific flood risk assessments will be required in accordance with national policy.
4. All development proposals will be designed to ensure that:
 - a. Opportunities are taken to mitigate the risk of flooding elsewhere;
 - b. Foul and surface water flows are separated;
 - c. Appropriate surface water drainage mitigation measures are incorporated and Sustainable Drainage Systems (SuDS) are prioritised; and
 - d. SuDS have regard to Tees Valley Authorities Local Standards for Sustainable Drainage (2015) or successor document.
5. Surface water run-off should be managed at source wherever possible and disposed of in the following hierarchy of preference sequence:
 - a. To an infiltration or soak away system; then,
 - b. To a watercourse open or closed; then,
 - c. To a sewer.
6. Disposal to combined sewers should be the last resort once all other methods have been explored.
7. For developments which were previously developed, the peak runoff rate from the development to any drain, sewer or surface water body for the 1-in-1 year rainfall event and the 1-in-100 year rainfall event should be as close as reasonably practicable to the greenfield runoff rate from the development for the same rainfall event, but should never exceed the rate of discharge from the development prior to redevelopment for that event. For greenfield developments, the peak runoff rate from the development to any highway drain, sewer or surface water body for the 1-in-1 year rainfall event and the 1-in-100 year rainfall event should never exceed the peak greenfield runoff rate for the same event.
8. Within critical drainage areas or other areas identified as having particular flood risk issues the Council may:
 - a. Support reduced run-off rates.
 - b. Seek contributions, where appropriate, towards off-site enhancements directly related to flow paths from the development, to provide increased flood risk benefits to the site and surrounding areas.
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. A principal aim will be to link sites of biodiversity importance by avoiding or repairing the fragmentation and isolation of natural habitats.

4. Sites designated for nature or geological conservation will be protected and, where appropriate enhanced, taking into account the following hierarchy and considerations:

a. Internationally designated sites - Development that is not directly connected with or necessary to the management of the site, but which is likely to have a significant effect on any internationally designated site, irrespective of its location and when considered both alone and in combination with other plans and projects, will be subject to an Appropriate Assessment. Development requiring Appropriate Assessment will only be allowed where:

i. It can be determined through Appropriate Assessment, taking into account mitigation, the proposal would not result in adverse effects on the site's integrity, either alone or in combination with other plans or projects; or ii. as a last resort, where, in light of negative Appropriate Assessment there are no alternatives and the development is of overriding public interest, appropriate compensatory measures must be secured.

b. Nationally designated sites - Development that is likely to have an adverse effect on a site, including broader impacts on the national network of Sites of Special Scientific Interest (SSSI) and combined effects with other development, will not normally be allowed. Where an adverse effect on the site's notified interest features is likely, a development will only be allowed where:

i. the benefits of the development, at this site, clearly outweigh both any adverse impact on the sites notified interest features, and any broader impacts on the national network of SSSI's;

ii. no reasonable alternatives are available; and

iii. mitigation, or where necessary compensation, is provided for the impact.

c. Locally designated sites: Development that would have an adverse effect on a site(s) will not be permitted unless the benefits of the development clearly outweigh the harm to the conservation interest of the site and no reasonable alternatives are available. All options should be explored for retaining the most valuable parts of the sites interest as part of the development proposal with particular consideration given to conserving irreplaceable features or habitats, and those that cannot readily be recreated within a reasonably short timescale, for example ancient woodland and geological formations. Where development on a site is approved, mitigation or where necessary, compensatory measures, will be required in order to make development acceptable in planning terms.

5. Development proposals should seek to achieve net gains in biodiversity wherever possible. It will be important for biodiversity and geodiversity to be considered at an early stage in the design process so that harm can be avoided and wherever possible enhancement achieved (this will be of particular importance in the redevelopment of previously developed land where areas of biodiversity should be retained and recreated alongside any remediation of any identified contamination). Detrimental impacts of development on biodiversity and geodiversity, whether individual or cumulative should be avoided. Where this is not possible, mitigation and lastly compensation, must be provided as appropriate. The Council will consider the potential for a strategic approach to biodiversity offsetting in conjunction with the Tees Valley Local Nature Partnership and in line with the above hierarchy.

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).

MATERIAL PLANNING CONSIDERATIONS

29. The key considerations of this application are detailed below;

Principle of Development

30. The NPPF sets out the governments objectives for the planning system and in particular those for achieving sustainable development, which has three distinct elements economic, social and environmental. The NPPF also includes a number of core planning principles. The National Planning Policy guidance seeks to encourage the efficient re-use of previously developed land within existing urban areas in addition to reducing the need to travel and reinforcing the local economy and community.
31. At the heart of the Framework is a presumption in favour of sustainable development on which decisions should apply (Paragraph 11). The NPPF confirms that significant weight should be placed on the need to support economic growth and productivity, taking into account both local needs and wider opportunities for development (Paragraph 81). Paragraph 86 of the NPPF highlights that 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. It states that planning policies should promote the long-term vitality and viability of town centres, 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. Paragraph 93 seeks to ensure that planning policies and decisions plan positively for the provision and use of shared spaces, including, amongst other things, meeting places, open space and other local services to enhance the sustainability of communities and residential environments.
32. The local plan identifies strategic priorities for the Borough which includes a vision to *“provide high quality services and facilities for the Borough’s growing and ageing population, with an emphasis on health care, education and training, together with sport and leisure, recreation and cultural pursuits”*. Furthermore the local plan seeks to deliver *“healthy and vibrant town centres.. improving the environments of the Borough’s district and local centres”*.
33. With regards to the development plan, Policy SD4 (Economic Growth Strategy) sets out the hierarchy of town centres that is consistent with advice in the National Planning Policy Framework. It states that economic development will be directed to appropriate locations within the Borough to ensure the delivery of sustainable economic growth and where proposals for redevelopment of previously developed land, in particular, prominent sites which have been derelict for a significant period of time, will be supported. The site is a prominent site, located on previously developed land, within the limits to development in the designated District Centre of Thornaby, which provides a variety of commercial, retail and leisure facilities to meet day-to-day needs.
34. Policy EG1 seeks to maintain an adequate supply of land and premises for economic growth and advises that 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 proportionate evidence that the development would not lead to a loss of a key strategic site that would undermine economic growth; and the site or premises would no longer be required for employment purposes, as demonstrated by appropriate marketing evidence to at least 12 months; and the loss of the site would not result in a negative impact on existing businesses prejudicing further commercial expansion in the area; and where appropriate it has been demonstrated that redevelopment or refurbishment of the site is not viable for continued employment uses, or continued employment use would result in unacceptable traffic or environmental problems which would be significantly alleviated by the proposed use.
35. Policy SD4 advises that District Centres are identified as ‘principal office locations’ where new office development will be directed.
36. The existing site contained office accommodation, most recently occupied by npower, who vacated the site in 2014. The building was actively marketed for alternative uses from 2015 and included a successful planning permission for residential development, however, no alternative

uses came to fruition and the Council purchased the site with intention of demolition of the office building and to enable a new development to support the revitalisation of the District Centre. The building was subsequently demolished in 2023.

37. Whilst it is recognised that the site is designated as a 'principal office location' within the local plan, it has not been in such use for a period of 10 years. The site is not a designated 'employment site', nor does it exclude other uses pertaining to those listed in Policy SD4. As a result, there would be no impact from the loss of a previous employment site, however, the development of this site would still result in employment through the extension of the existing facility with the supporting statement advising of an additional requirement of both full time and part time staff, currently estimated to be 6.5 persons (proposed full time equivalent). The proposal would therefore align with the aims of Policies SD4 and EG1 in this regard.
38. In terms of Policy EG2, the proposal would represent regeneration and enhancement of an existing facility, as well as arguably the District Centre as a whole. The proposal also brings forward some significant benefits and enhancements for Thornaby Town Centre through the improvement and expansion of existing leisure facilities which would help support the Strategic aims of the Council. Furthermore, it is anticipated that through the expansion of these services it will attract further visitors and trade, thus helping support the local business of Thornaby Town Centre.
39. Further support for the principle of the development is contained within Policy TI2 which seeks to protect, maintain and improve existing community infrastructure including educational, cultural, social, leisure/recreation and health needs of all sections of the community to meet the needs of the growing population within the Borough.
40. In light of the above, it is considered that the Proposed Development is in accordance with adopted Local Plan Policies EG1, EG2, EG3, SD4 and TI2 as well as the relevant chapters of the NPPF. As a result, the principle of development is acceptable.

Visual Impact

41. Paragraph 126 of the NPPF promotes the creation of high-quality buildings and places. It states that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. With paragraph 130 requiring that developments should not only maintain a strong sense of place but should improve the quality of the area. Developments should also be visually attractive as a result of good architecture, layout and appropriate and effective landscaping. In determining applications, paragraph 134 states that significant weight should be given to 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.
42. In addition, the Stockton on Tees Local Plan, encourages high standards of design through Policy SD8 which states that new development should be appropriate to the context of the surrounding area and be of an appropriate style, proportion, and materials.
43. The application site is within a town centre location, amongst varying types of commercial built form including the Pavilion building which is constructed from dark brown brickwork and light grey cladding; the ASDA superstore which is externally clad in white and the more modern built Medical Centre which comprises of buff coloured brickwork to the lower section with red brickwork above and elements of grey feature cladding.
44. In terms of the design of the leisure centre, the building would follow suit of the surrounding built form in terms of scale, design and materiality, incorporating a predominant brick exterior,

combined with dark grey feature cladding. However, the leisure centre extension would feature large expanses of glazing which would result in a more contemporary design approach, thus improving the rear streetscape along Trenchard Avenue. The development would be stepped in height, with the southern part of single storey construction and the northern section featuring two storeys to accommodate the upper floor. This staggered height approach would help reduce the perceived bulk and mass of the development and would help assimilate the building into its location. All in all, the resultant development would be commensurate with the locale and seen in the context of the wider built form. It will have a positive impact on the townscape along Trenchard Avenue, significantly improving its visual appearance.

45. Other alterations as part of the wider master plan for the site include the formation of vehicle and cycle parking to the northern section of the site with associated hard and soft landscaping around the site perimeter. External lighting is proposed to include security lighting around the external spaces, together with CCTV provision.
46. Overall, the redevelopment of the site to include the new leisure centre extension would be acceptable in terms of design, scale and materials and would result in a positive visual impact to the site and wider area. The proposal would therefore comply with Policy SD8 of the Stockton-on-Tees Local Plan and Chapters 12 and 15 of the NPPF.

Landscape Impact

47. The application is accompanied by an Arboricultural Constraints Survey, Impact Assessment, Protection Plan and Method Statement which states that a tree survey of the site has been undertaken in order to support the development proposals. The site contains a total of 2no trees within, which were assessed and rated as category B2 due to their impact on the landscape and their screening properties. These trees are to be duly retained and protected as part of the development proposals and a condition to this effect has been included.
48. No other trees or hedgerow have been identified within the site boundary, however there are trees located just outside of the site periphery, which will also require protection during the construction phase of the development.
49. In terms of new planting proposed, the development includes a landscaping strategy which includes the provision of new ornamental planting, native trees and hedgerow together with a green wall to be formed from plant climbers. This strategy has been developed in conjunction with the Biodiversity Net Gain (BNG) requirements, which will be further discussed in the report. Conditions have been included to ensure appropriately delivery.
50. Overall, the proposed development will result in improved landscaping and tree coverage across the site, which in turn would secure the BNG requirements of the development. Accordingly, the proposal would comply with Policies SD5 and SD8 of the Stockton-on-Tees Local Plan and Chapters 12 and 15 of the NPPF in this regard.

Amenity of adjacent land uses

51. The closest residential properties to the site which would be deemed as noise sensitive receptors are those to the west of Trenchard Avenue, south of Christ the King Church, approximately 100m distance removed from the site.
52. The proposals seek to create employment floorspace which inevitably will result in further activity on and around the site. However, given the town centre location of the site and the resultant distance removed to the closest sensitive receptors, it is considered that there would be a negligible impact on their residential amenity in terms of loss of privacy, overshadowing or overbearing. Other matters in terms of noise etc are considered in the remainder of the report.

53. Other surrounding buildings in close proximity to the leisure centre extension are commercial in nature and will therefore not be adversely affected by these proposals.

Noise

54. A noise impact assessment has been submitted in support of the planning application which concludes that based on the noise limits proposed, the development would result in a 'low likelihood of adverse impact' and therefore represents a low risk in terms of statutory noise nuisance.
55. Stockton Councils Environmental Health Team have been consulted to consider the information provided.
56. The Environmental Health Team raise no objection in principle to the development, providing the noise levels contained within the report are not exceeded and that the plant is maintained and serviced in accordance with manufacturer requirements. Comments go on to advise that should any further plant be required; an updated survey would be necessary. Accordingly, these requirements will form the basis of a planning condition.
57. Subject to the suggested condition, the proposal would accord with the provisions outlined in Policy SD5 and ENV7 of the Stockton-on-Tees Local Plan and Part 15 of the NPPF.

Odour

58. An Odour Assessment has been undertaken in support of the planning application in accordance with the Institute of Air Quality Management (IAQM) '*Guidance on the assessment of odour for planning*' document to quantify any potential odour impact.
59. The Odour Assessment has been deemed necessary due to the use of chemicals such as Chlorine and considering safety in design methods for preventing or containing spillages.
60. The report concludes that due to the distance of sensitive receptors and the nature of the odour dispersal, it is believed that the odour impact would not be significant, therefore no further assessment is deemed necessary.
61. Overall, the information has been considered in full and the proposed development would not be detrimental in terms of odour impact, thereby complying with Policies SD5 and ENV7 of the Stockton-on-Tees Local Plan and Part 15 of the NPPF.

Air Quality

62. An Air Quality Assessment has been submitted in support of the planning application. The report considers the construction phase of development and air quality impacts from fugitive dust emissions as a result of the earthworks, construction and trackout activities as well as air quality impacts as a result of traffic exhaust emissions associated with vehicle movements during the construction and operational phase of the development.
63. The report concludes that during the construction works, there would be the potential for air quality impacts as a result of fugitive dust emissions from the site. These were assessed in accordance with the IAQM methodology. Assuming good practice dust control measures are implemented, the residual significance of potential air quality impacts from dust generated by earthworks, construction and trackout activities was predicted to be 'not significant'.

64. The report further concludes that air quality impacts from traffic exhaust emissions associated with vehicle movements for the construction/operational phase have been assessed against the relevant screening criteria and due to the scale and nature of the proposal, an assessment of vehicles has been scoped out. Following a review of local air quality, in accordance with guidance from EPUK/IAQM, the impact of the development can be described as 'not significant'.
65. Stockton Councils Environmental Health Team have been consulted to consider the information provided.
66. The Environmental Health Team initially considered that further detailed assessment was deemed necessary, however following clarification from IAQM guidance, the EH Team advised that the application would not need to move to detailed assessment and no objection has therefore been raised, subject to securing the appropriate mitigation measures as outlined in the submitted report.
67. Overall, the information has been considered in full and subject to condition to secure mitigation, the proposed development is not considered to detrimentally impact upon air quality, thereby complying with Policies SD5 and ENV7 of the Stockton-on-Tees Local Plan and Part 15 of the NPPF.

Land Contamination

68. A Phase 1 Desk Top Study (Solmek, Ref S221018, Oct 2022) has been submitted in support of the application which identified potential contaminative sources, including asbestos, ground gas and made ground. A Phase 2 site investigation was therefore recommended. The Phase 2 Report (Solmek, Ref S230108, Feb 2023) identified made ground and chrysolite asbestos fibres.
69. Stockton Councils Contaminated Land Team have been consulted to consider the information provided.
70. The Contaminated Land Team advised that the amount of testing was minimal and further site investigations were recommended to determine the full extent of asbestos and contamination and to include ground gas monitoring.
71. The applicant provided additional information including an updated Phase 2 site investigation (Report Ref S240735, Sept 2024) and a stage 1 risk assessment (Report Ref S221018, Oct 2022) undertaken by Solmek Ltd. Based on this additional information, the Contaminated Land Officer is now satisfied that the contaminated land assessment, including the gas risk assessment, has been undertaken in accordance with the relevant guidance and there is a low risk to health from ground conditions. Accordingly, no further actions are required to be undertaken. A condition has however been recommended relating to unexpected land contamination.
72. Overall, submitted information and additional reports were considered by the Councils Contaminated Land Team who raise no objection to the development, subject to condition. Accordingly, the proposed development would comply with Policies SD5 and ENV7 of the Stockton-on-Tees Local Plan and Part 15 of the National Planning Policy Framework.

Highway implications

73. The applicant has submitted a transport statement (TS), a transport note (TN) and a site layout, as shown on drawing THP-RYD-XX-XX-DR-L-2001 Rev P1, in support of the proposed application.

74. The Highways Transport and Design Manager has been consulted on the application to consider the submitted supporting information and based on the Councils parking standards, as set out in SPD3: Parking Provision for Developments 2011, the proposals would require a total of 94 parking spaces based on a GFA of 2063m² (@1/22m²) and a total of 47 parking spaces are to be provided.
75. The HT&D Manager acknowledges the significant shortfall of the requisite parking spaces against the SPD3 requirement, however, the level of parking proposed has been deemed acceptable. The HT&D Manager advises that the site is within walking distance of, circa 700, parking spaces at the Pavilion, which are time limited for up to 3 hours free parking, with the majority located off Mitchell Avenue (accessed via Allensway and Trenchard Avenue respectively) at the northern extent of the site. The site is also a sustainable location that is well served by public transport with the Number 15, 16 and 17 services accessible from stops on Trenchard Avenue and Mitchell Avenue.
76. The development proposes coach drop-off and collection to be provided at the existing bus lay-by, adjacent to the site, on Trenchard Avenue, which will allow passengers to board and depart without having to cross the road. After dropping off passengers, the coach will move on and return to collect passenger at the appropriate time.
77. The HD&T Manager further states to ensure there is no conflict between coaches and existing public bus services, the development proposes a new on-carriageway bus stop cage to be provided to the south of the lay-by to facilitate the existing bus services on Trenchard Avenue.
78. Swept path analysis has been undertaken for the relevant delivery and servicing vehicles which demonstrates that the service yard to the rear of the site can be accessed safely.
79. Overall, considering the above assessment and subject to condition for the submission of a Construction Management Plan, there are no highways objections to the proposals.
80. National Highways have also been consulted on the application and offer no objection to the proposed development.
81. Overall, subject to condition, the proposal would accord with Policies SD5, SD6, SD8 and TI1 of the Stockton-on-Tees Local Plan and Part 9 of the NPPF.

Flood Risk and Drainage

82. Stockton Local Plan Policy ENV4 advises that reducing and mitigating flood risk is an important issue for planning particularly as the effects of climate change are being realised. To ensure sustainable economic growth is achieved, it is essential that development (new and existing) is safe from flooding and incorporates approaches to reduce risk. When addressing flood risk, it is important to consider all sources of flooding which include fluvial, surface water, sewer and groundwater flooding.
83. The application site is located within Flood Zone 1 and is accompanied by a Flood Risk Assessment and drainage strategy including plans detailing the proposed drainage arrangements.
84. Stockton Council's drainage team, as the Lead Local Flood Authority (LLFA) have been consulted on the application and noting the suite of supporting information, advised that additional detail regarding the management of surface water runoff from the proposed development was required. Following the submission of additional information, the LLFA still required additional details relating to the proposed packaged pumping station specification, and

details regarding the construction of the Surface Water Drainage Scheme, however, it was agreed that this outstanding information could be secured by planning conditions.

85. Subject to conditions, the LLFA raises no objection to the proposed development.
86. Northumbrian Water have been consulted on the application and have not provided comments to date.
87. Overall, subject to conditions, it is considered that the development would not lead to an increase in flood risk on-site or off-site and would be acceptable from a flood risk and drainage perspective in accordance with Policies SD5 and ENV7 of the Stockton-on-Tees Local Plan and Part 14 of the NPPF.

Ecology and Biodiversity

88. An Ecological Impact Assessment accompanies the application which concludes that the site comprises of *'areas of artificial unvegetated unsealed surface, developed land sealed surface, vacant derelict land, introduced shrub and urban trees'*. The redevelopment of the site will result in the loss of the majority of habitats, apart from the 2no trees which are being retained. In terms of the loss of the habitats, the removal of these areas which have been evaluated as being of value at no more than a 'site value', is considered to be of minor ecological significance.
89. The report goes on to consider the potential effects upon protected species arising as a result of the development, including the potential for impacts to occur on badger, breeding birds, bats and other notable species. Mitigation measures have been proposed to ensure that impacts are avoided or minimised and that where possible enhanced habitats for these species will be delivered by the redevelopment proposals. These mitigation measures will be secured by condition to ensure their delivery.
90. The applicants Ecologist has advised that the creation and implementation of habitat creation measures should be guided and monitored by a Biodiversity Management and Monitoring Plan (BMMP) used to secure the Biodiversity Net Gain objectives of the site.
91. The Ecological Impact Assessment concludes that through consideration of the potential impacts, the proposed development complies with current planning policy and that the legal implications arising from the development in respect of habitats and species have been suitably addressed.
92. Accordingly, subject to planning condition, it is considered that there will be no adverse impact on ecology or biodiversity and the proposal would therefore comply with Policies SD5, SD8 and ENV5 of the Stockton-on-Tees Local Plan and Part 15 of the NPPF.

Biodiversity Net Gains

93. As the application was submitted after the 12th of February 2024, the requirements of the Environment Act 2021, as inserted into Schedule 7A of the Town and Country Planning Act 1990, apply to this planning application and necessitate that the proposed development achieve biodiversity net gains of at least 10%.
94. According to the submitted BNG report, the total overall ecological baseline (habitat) of the Site is 0.25BU. The report identifies that the survey area comprised of an area of artificial unvegetated unsealed surface, developed land sealed surface, vacant derelict land, introduced shrub and urban trees and that there were no hedgerows or watercourses on site. As such, the scheme would not achieve a 10% net gain in habitat BUs on Site without habitat improvement.

95. In conjunction with the Landscape and Ecological requirements, a detailed Landscape Design which incorporates the Biodiversity Gains Plan, and Habitat Management and Monitoring Plan is required and will be conditioned as part of the Biodiversity Net Gain requirements, to achieve a 10% net gain in biodiversity. It is envisaged that this will be achieved through the introduction of ornamental planting, new native trees and hedgerows together with plant climbers forming a green wall. Following these measures the total overall habitat value (on site habitat) post development enhancements is +0.07BU, which would equate to a proposed diversity change of 29.65% which would largely exceed the 10% requirement.
96. Subject to condition to secure details of a final Biodiversity Gain Plan, to include management and monitoring details, the application would accord with Policy ENV5 of the Stockton-on-Tees Local Plan, Part 15 of the NPPF, and the requirements of the Environment Act 2021.

Energy Efficiency

97. Stockton Local Plan Policy ENV1 advises that the Council encourages all development to minimise the effects of climate change through meeting the highest possible environmental standards during construction and occupation, through the promotion of zero carbon development and reduction in carbon dioxide emissions. Proposals should incorporate passive design measures to improve the efficiency of heating, cooling and ventilation and to minimise the reliance on artificial lighting.
98. Part 5 of Policy ENV1 states that all new non-residential developments in excess of 500 sq.m of gross floor space are required to submit an energy statement demonstrating how the energy hierarchy has been applied to make the fullest contribution to the reduction of CO2 and be completed to a Building Research Establishment Environmental Assessment Method (BREEAM) minimum rating of 'very good' or equivalent.
99. The application is supported by a Sustainability and Energy Statement which has been prepared to demonstrate the design measures with the aim to deliver a building with a lower energy, water use, carbon emissions and operational costs than a Building Regulations compliant design.
100. The S&E Statement concludes that the proposed development will deliver passive and active energy demand reduction measures along with low and zero carbon technologies which will reduce the energy demands and associated CO2 emissions resulting from the development's operation. The calculations provided within the report demonstrate these savings will be undertaken so that the development will successfully comply with local planning policies and building regulation compliance.
101. The applicant has provided a BREEAM Target report which sets out how the minimum standards to achieve a BREEAM 'Very Good' rating will be achieved in the design of the proposed development. The report confirms that although the project will not be formally assessed for BREEAM, the development will however meet the target requirements.
102. Based on the above information, it is considered that the proposed development would comply with the aims of Policy ENV1 in terms of achieving energy efficiency.

Other Matters

103. Cleveland Police have provided comments, making suggestions for the development to incorporate elements of the Police Initiative 'Secured by Design' into the extension works. The applicant has advised that they work closely with Cleveland Police and have provided written details of how the development incorporates the measures outlined in the suggested document.

104. Cleveland Fire Brigade offer no representation in terms of the application however have given advice regarding fire safety mechanisms which have been included as an informative. Full details of fire safety will be considered at Building Regulation stage.
105. Sport England provided comments initially requesting additional information, however, following submission of further detail, Sport England now fully support the scheme as proposed.
106. In terms of Nutrient Neutrality, the proposed development would fall outside of the scope for consideration.

CONCLUSION

107. In view of the assessment above, it is considered that the proposed development would not result in any significant conflict with the policies contained within the Stockton on Tees Local Plan or the relevant chapters of the NPPF and there are no technical reasons why the proposed scheme would be deemed unacceptable.
108. In planning terms, the proposed development is considered acceptable in all other regards and is therefore recommended for approval subject to those planning conditions set out in the report.

Director of Finance, Development and Business Services
Contact Officer Jill Conroy Telephone No: 01642 528179

WARD AND WARD COUNCILLORS

Ward	Stainsby Hill
Ward Councillor	Councillor Ray Godwin
Ward Councillor	Councillor Sylvia Walmsley

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