
APPLICATION DETAILS

Application No:	20/0546/FUL
Location:	Land At Grove Hill Middlesbrough
Proposal:	Erection of 296 dwellings with associated landscaping and parking
Applicant: Company Name:	Thirteen Group
Agent: Company Name:	Mr Filip Young IDPARTNERSHIP
Ward:	Longlands/Beechwood
Recommendation:	Approve subject to 106 Agreement

SUMMARY

This application seeks consent for the erection of 296 residential dwellings and associated works. The application site is in a residential area, on a brownfield site allocated for housing development within the Housing Local Plan and which was previously an area of housing. The site is in close proximity to a number of services and provisions making it a sustainable location for new residential development

Following a consultation exercise two comments have been received from residents but no resident objections were received.

It is considered that the proposed development would provide a good mix of affordable dwellings which are considered to be of good quality design in an attractive setting with an appropriate layout and ancillary works. The development will not result in any significant detrimental impact to the amenities of existing local residents or the highway network and highways works will improve pedestrian safety at a junction which has an accident record. The development meets the requirements of the relevant national planning policies detailed within the NPPF and Local Plan Policies, specifically H1, H3, H11, H19, H31, CS4, CS5 and DC1. The recommendation is minded for approval with conditions subject to a s106 agreement.

SITE AND SURROUNDINGS AND PROPOSED WORKS

The application site comprises 9.86ha of brownfield land. The site is split into three sections, one is located either side of Pinewood Avenue. The second is located to the south of

Marlon Burn Road between the junctions with The Vale and Deepdale Avenue. The third is located between The Vale, Ashfield Avenue and Keith Road. The site is in a residential area with existing residential dwellings in all directions. To the west there is an area of open space and to the northwest lies the Eastbourne Road local centre and to the east is a primary school.

The site was previously housing which was removed as part of the wider Grove Hill regeneration scheme.

This application seeks consent for the erection of 296 dwellings with associated landscaping, parking and highways works. The dwellings consist of:

- o 87 no. two bed bungalows
- o 1 no. three bed bungalow
- o 8 no. four bed dormer bungalows
- o 48 no. two bed houses - two storey
- o 130 no. three bed houses - two storey
- o 22 no. four bed houses - three storey

The proposed dwellings include 276 semi-detached properties, 6 terraced properties and 14 detached properties.

The development is for 100% affordable housing with the majority of the proposed dwellings for affordable rent and 16 are shared ownership.

In support of the application the following documents have been submitted:

- Planning Statement
- Design and Access Statement
- Ecological Assessments
- Flood Risk Assessment
- Transport Assessment
- Aboricultural Impact Assessments

PLANNING HISTORY

No relevant planning history.

PLANNING POLICY

In accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004, Local Planning Authorities must determine applications for planning permission in accordance with the Development Plan for the area, unless material considerations indicate otherwise. Section 143 of the Localism Act requires the Local Planning Authority to take local finance considerations into account. Section 70(2) of the Town and Country Planning Act 1990 (as amended) requires Local Planning Authorities, in dealing with an application for planning permission, to have regard to:

- The provisions of the Development Plan, so far as material to the application
- Any local finance considerations, so far as material to the application, and
- Any other material considerations.

Middlesbrough Local Plan

The following documents comprise the *Middlesbrough Local Plan*, which is the Development Plan for Middlesbrough:

- Housing Local Plan (2014)
- Core Strategy DPD (2008, policies which have not been superseded/deleted only)
- Regeneration DPD (2009, policies which have not been superseded/deleted only)
- Tees Valley Joint Minerals and Waste Core Strategy DPD (2011)
- Tees Valley Joint Minerals and Waste Policies & Sites DPD (2011)
- Middlesbrough Local Plan (1999, Saved Policies only) and
- Marton West Neighbourhood Plan (2016, applicable in Marton West Ward only).

National Planning Policy Framework

National planning guidance, which is a material planning consideration, is largely detailed within the *National Planning Policy Framework* (NPPF). At the heart of the NPPF is a presumption in favour of sustainable development (paragraph 11). The NPPF defines the role of planning in achieving economically, socially and environmentally sustainable development although recognises that they are not criteria against which every application can or should be judged and highlights the need for local circumstances to be taken into account to reflect the character, needs and opportunities of each area.

For decision making, the NPPF advises that local planning authorities should approach decisions on proposed development in a positive and creative way, working pro-actively with applicants to secure developments that will improve the economic, social and environmental conditions of the area and that at every level should seek to approve applications for sustainable development (paragraph 38). The NPPF gives further overarching guidance in relation to:

- The delivery of housing,
- Supporting economic growth,
- Ensuring the vitality of town centres,
- Promoting healthy and safe communities,
- Promoting sustainable transport,
- Supporting the expansion of electronic communications networks,
- Making effective use of land,
- Achieving well designed buildings and places,
- Protecting the essential characteristics of Green Belt land
- Dealing with climate change and flooding, and supporting the transition to a low carbon future,
- Conserving and enhancing the natural and historic environment, and
- Facilitating the sustainable use of minerals.

The planning policies and key areas of guidance that are relevant to the consideration of the application are:

DC1 - General Development
 CS4 - Sustainable Development
 CS5 - Design
 CS6 - Developer Contributions
 CS17 - Transport Strategy
 CS18 - Demand Management
 CS19 - Road Safety
 H1 - Spatial Strategy
 H3 - Inner Middlesbrough
 H11 - Housing Strategy
 H19 - Grove Hill
 H31 - Housing Allocations
 MWC4 - Safeguarding Minerals
 MWP1 - Waste Audits

REG37 - Bus Network
UDSPD - Urban Design SPD
HGDC - Highway Design Guide
GHSPD - Grove Hill SPD

The detailed policy context and guidance for each policy is viewable within the relevant Local Plan documents, which can be accessed at the following web address.
<https://www.middlesbrough.gov.uk/planning-and-housing/planning/planning-policy>

CONSULTATION AND PUBLICITY RESPONSES

Following a consultation exercise including site notices, press notice and letters to resident's two comments were received from residents, no resident objections were received. The resident comments and consultee comments are summarised below.

Resident Comments

The following comments were received:

- a) Comments relating to the building of houses in the flood zone.
- b) The junction between Saltersgill Avenue/The Vale crossing over Keith road is always busy and accidents occur quite often so maybe a roundabout or traffic lights could be looked at easing the problem. The cross over between Woodville and the empty land has the same problem.
- c) The parking to be restored on Keith Road opposite the empty land. As this is now a bus route and with the extra housing planned it would be a great time to revert back to household lay byes to fix this problem with most households needing a car for work over crowding could be a hidden problem and safety issue.

Comments received from:

1. 1 Aspen Drive
2. 61 Keith Road

Northern Gas

Northern Gas Networks acknowledges receipt of the planning application and proposals at the above location.

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

Northern Powergrid

No response

Northumbrian Water

No objection subject to relevant conditions. Please note that the planning permission is not considered implementable until the condition has been discharged. Only then can an application be made for a new sewer connection under Section 106 of the Water Industry Act 1991.

Natural England

Natural England has no comments to make on this application. General advice given.

Secured by Design - Cleveland Police

I recommend applicant actively seek to deliver this project to Secured By Design Gold Award standards, Silver Award should be the minimum standard sought. Full information and guidance is available within the 2019 Homes Guide at www.securedbydesign.com

In all instances I recommend applicant contact me at the earliest opportunity for any advice, input I can offer in relation to designing out opportunities for crime and disorder to occur in the future.

Advice has been given in relation to the layout, lighting, accessibility, natural surveillance, boundary treatments, open spaces and landscaping.

Cleveland Fire Brigade

Cleveland Fire Brigade offers no representations regarding the development as proposed, however Access and Water Supplies should meet the requirements as set out in:

- Approved Document B, Volume 1:2019, Section B5 for Dwellings.

It should be noted that Cleveland Fire Brigade now utilise a Magirus Multistar Combined Aerial Rescue Pump (CARP) which has a vehicle weight of 17.5 tonnes. This is greater than the specified weight in AD B Vol 1 Section B5 Table 13.1.

It should be confirmed that 'shared driveways' and 'emergency turning head' areas meet the minimum carrying capacity requirements as per ADB Vol 1, Section B5: Table 13.1, and in line with the advice provided regarding the CARP, above.

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

Environment Agency

No objection in principle, development is outside the flood zone. Conditions are required relating to works that impact on the beck. S106 contribution is also required relating to drainage and the beck.

Planning Policy - MBC

No objection

Highways - MBC

No objection subject to relevant conditions.

Local Flood Authority - MBC

No objection subject to relevant conditions.

Rights of Way - MBC

No comments

Environmental Health - MBC

No objection subject to relevant conditions.

Waste Policy - MBC

Properties serviced by shared drives, residents will be required to bring their refuse and recycling receptacles to the nearest public highway for collection.

Ward Councillors

No response

Community Councils

No response

Public Responses

Number of original neighbour consultations	321
Total numbers of comments received	2
Total number of objections	0
Total number of support	0
Total number of representations	2

Site notice posted –
9th October 2020

PLANNING CONSIDERATION AND ASSESSMENT

1. The planning application is a full application for the development of 296 dwellings and associated works including roads, drainage and landscaping. The principle issues to be considered in respect of this application centre upon the appropriateness and sustainability of the site, the drainage infrastructure, the impact on the highway network, the design, scale and layout of the dwellings, the parking provision, internal highway layout and landscaping.

Principle of Development

2. The application site is allocated for residential use in the adopted Housing Local Plan. Policies H1 and H3 identify Grove Hill as a strategic housing allocation and a priority for regeneration activity respectively. These policies establish the principle of residential development on the site.
3. Policy H11 and H19 collectively seek the provision of new housing in Grove Hill that enhances the choice of quality housing and creates a sustainable and balanced mix of housing. The proposed development includes a range of houses and bungalows in a variety of sizes, which will assist with delivering a more sustainable housing stock.
4. Policies H11 and H19 also require that development delivers environmental improvements and recognises the importance of open spaces, green corridors and public realm. The proposed development incorporates areas of green space, green routes through the site and landscaping.
5. Policies H19 and Policy H31 identify Grove Hill for the development of approximately 610 new dwellings between 2012 and 2029. The proposed 296 dwellings plus 202 dwellings delivered to date would result in approximately 500 dwellings. Whilst this is below the level of dwellings identified in the above Policies, Policy H1 makes clear that a lower number of dwellings will be acceptable where the applicant demonstrates through a design led approach and having regard to the characteristics of the area that a lower capacity is more appropriate. There are also two remaining small sites within the Grove Hill regeneration area which have not come forward for development. As a result the development of this site for 296 dwellings is in accordance with the overall figure of 610 dwellings for the wider Grove Hill site.
6. Policy CS4 requires all development to contribute towards sustainable development. This includes giving priority to the re-use of previously developed land and delivering development of a high quality design that contributes to improvements in the quality of the landscape. The proposed development makes re-use of a brownfield site and incorporates landscaping, including areas of open space at entry points to the development.

7. Policy CS5 requires all development to demonstrate high quality design that is well integrated and creates a safe and attractive environment that enhances both the built and natural environments. The proposed dwellings are orientated to provide natural surveillance of open space and pedestrian routes which will assist with creating a safer environment.
8. Policy CS18 requires that measures are incorporated into development proposals that improve the choice of sustainable transport options available, such as promotion of opportunities for cycling and walking. The site is on a bus route and the proposed development includes links into adjacent footpaths and cycle-paths.
9. Policy CS17 advises that development should be located where it will not have a detrimental impact on the strategic transport network and Policy CS19 requires that development proposals do not have a detrimental impact upon road safety. As part of the development it is proposed to undertake layout changes and signal control at the junction of Keith Road, The Vale and Hollyhurst Avenue due to the existing high accident record at this location. As a result the proposed development should improve road safety.
10. A 'super core' bus route runs immediately to the north of the site. Policy REG37 requires that development does not have a detrimental impact upon the attractiveness or functioning of the bus route. The development of the site, which has lain vacant for a number of years, will improve the attractiveness of the route and create additional bus patronage.

Highways

11. As well as the proposed residential dwellings the development includes extensive highway works.
12. Two trip rates have been used for the development proposals; one for the traditional housing which is based upon surveys of occupied sites and a revised trip rate for the bungalows proposed as part of the scheme which have a lower trip rate.
13. Overall the development proposals are estimated to generate the following amount of traffic;

	Peak Period	Vehicle Movements
200 Houses	AM	142
	PM	147
96 Bungalows	AM	48
	PM	58
TOTAL DEVELOPMENT	AM	190
	PM	205

14. Development proposals were then coded in to the strategic Aimsun model, using the agreed trip rates, in the following future year scenarios, using anticipated build out rates;
 - 2025 - 83.5% of the site predicted to be built out and occupied (247 dwellings).
 - 2030 - 100.0% of the site predicted to be built out and occupied (296 dwellings).

15. The model assesses the impact of development in the future year scenarios at different levels;
- Network wide - Across the whole model area the introduction of development traffic in the future year scenario increases journey times by a few seconds per km, that is to say it will take 3-5 seconds longer to travel 1km with the development in place. This is clearly a small impact and does not materially affect the operation of the wider network.
 - Corridor Journey Time - As part of the validation of the model journey time along certain routes such as Green Lane to Marton Burn Road was checked against real world data. The impact on journey time by development proposals is then tested to establish any impact. The model demonstrates that in 2025 the development will not have a material impact on the journey times along these routes. Increases are generally less than 10%, which on most routes equates to a journey along the corridor changing by less than 30 seconds.
 - Individual Junctions - The final level of detail consists of a junction screening exercise based upon locations where the proposed development would give rise to an impact of 30 two-way trips or more. This screening has led to the detailed capacity assessment of 20 junctions. On the whole, this assessment demonstrates that the proposed development would not materially impact the operation of any of the junctions assessed, with only small variations in the level of queuing and delay predicted to occur.
16. Overall the development does not have a material impact on the operation of the network in 2025. In the 2030 future year scenario, greater levels of queuing and delay start to become apparent. These issues are not solely attributable to the proposed development and are a result of general traffic growth and the cumulative impact of a number of development sites.
17. One such junction is the junction of Belle Vue/Marton Road/Keith Road. A financial contribution of £150k is to be secured through S106 Agreement to be used towards an improvement scheme at this junction. The contribution is proportionate to the scale of development and is in addition to numerous other highway works being brought forward as part of the development proposals.
- Keith Road/The Vale/Hollyhurst Avenue
18. There is a history of accidents at the Keith Road/The Vale/Hollyhurst Avenue junction. Interrogation of the accident history demonstrates patterns in both the type of accidents and highway users. The addition of further development traffic and new residents on foot and cycle could exacerbate this situation. As a result officers have worked with the applicants and it is proposed to modify the existing alignment of The Vale to create a 4 arm signal controlled junction. This junction modification has been rerun through the Aimsun model to assess the implications of the proposed works.
19. The signalisation will have a slightly detrimental impact on the operation of the immediate highway and may create some additional queuing. Overall the conclusion of the modelling report is that;
- the level of queuing and delay that could be seen in the future year scenario is proportionate to the type of junction proposed and overall level of traffic flow
 - slightly higher levels of queuing can be seen on the Keith Road (West) arm of the junction. This is because currently vehicles turning right into Hollyhurst Avenue do not obstruct through traffic as they can wait in an informal right turn facility.
20. The output of the modelling can be considered to represent a worst case scenario as;

- signalling a junction can reduce the capacity of a junction slightly anyway as the fixed available Green time for the junction is being shared amongst all arms/manoeuvres (including pedestrians and cyclists)
 - the queuing only occurs on one arm of the junction and only occurs during the AM and PM peak periods
 - once installed and operational the authority will be able to observe the operation of the junction and make more targeted revisions to the signal controllers that allow the junction to operate more dynamically/efficiently. The Aimsun model has assumed more standard phasing and as such is a more robust approach.
 - Driver behaviour is difficult to model/predict and as such drivers letting right turners over/flashing them out may occur in day to day operation thus assisting with flows/capacity.
21. Of course the above only takes into account vehicular capacity, which is only one factor in assessing any highway scheme. Further consideration must also be given to;
- the main issue which required addressing is the poor safety record of the junction. The proposed works will reduce the likelihood and frequency of accidents occurring
 - the design of the junction includes pedestrian and cycle facilities in the form of East and Westbound cycle lanes together with signalised crossing facilities which will improve the safety for these highway users
 - provision of non-car infrastructure will reduce the severance between communities created by Keith Road and provide connections to local facilities
 - improving non-car infrastructure will make walking and cycling more attractive thus reducing dependence on the private car assisting in reducing delay and congestion
22. The benefits to signalling the junction therefore outweigh the potential negatives.

Highways Layout

23. The area subject to the proposals covers a number of historic highways. It is proposed to extinguish these highways through the Town and Country Planning Act. This process is separate to the granting of planning consent and will be followed by adoption agreements to create new areas of highway as part of the scheme.
24. In terms of design and layout, the proposed development is focussed around sense of place and this is reflected in highway hierarchy created, supported by use of materials. Once away from the main access route the layout seeks to reduce the dominance of the car and creates more informal areas using home zone principles and high quality materials. The reduced dominance of vehicular traffic enables non car access to be prioritised and the layout provides new direct routes through the site which integrate into existing infrastructure.
25. Various design tools have been used to restrain vehicle speeds to a maximum of 20mph, including the provision of managed areas of on-street parking to minimise the risk of indiscriminate parking.
26. As part of this approach the existing junction of Meadowfield Avenue/Keith Road is to be removed, which will minimise vehicle turning movements to the benefit of pedestrians and cyclists and will also assist in smoothing traffic flows along this section of Keith Road.
27. The internal layout will be designed, constructed to adoptable standards and vehicle swept path analysis has demonstrated that the appropriate vehicles can negotiate both the internal layout and proposed off-site highway works.

28. The proposed parking provision, both in curtilage and on street parking, has been assessed and is considered to be acceptable for this development.

Sustainability

29. The site has been designed in a sustainable manner and includes highway works such as the provision of a shared ped/cycle route to the North side of Keith Avenue, linking existing crossing points and the development into the strategic North/South Route 65 of the National Cycle Network. Other pedestrian/cycle facilities are proposed as part of the signalisation of Keith Road/The Vale as described above.
30. Within an 800m walk of the site are a large number of day to day facilities including schools and shops, with bus stops served by frequent services immediately adjacent to the site boundary.
31. This enables sustainable travel for residents to be a viable alternative to the private car and together with the proposed infrastructure will actively promote these forms of travel.
32. The development is considered to be in accordance with the requirements of policies DC1, CS4, CS17, CS18 and CS19.

Amenity

33. The proposed dwellings are located in a residential area where the previous properties have been removed. In some locations the proposed dwellings are adjacent to existing two-storey dwellings and bungalows. The separation distance to the existing dwellings, in the most part, meet or exceed the guidance separation distances. However, in some areas particularly around the Pinewood Avenue section of the development the separation distances are shorter than the guidance. The guidance on separation distances relates to two-storey dwellings. The smaller separation distances are generally between rear and side elevations of existing and proposed bungalows where there is a lesser degree of overlooking due to boundary treatments. The proposed separation distances are in keeping with the separation distances in the area between existing bungalows. As a result, the distances are considered to be acceptable and will not significantly harm the amenity of any existing or future residents.
34. Within the proposed development some of the separation distances fall short of the 21m/14m guidance with some being approximately 15m. The shorter separation distances only impact on a small number of properties and are in areas where the smaller separation distances aids the design to create pinch points to give the appearance of more private spaces and as traffic calming measures. Whilst shorter in some locations than the guidance the separation distances are also in keeping with the distances between existing dwellings in the surrounding area and are therefore in keeping with the character of the area. On balance it is considered that the separation distances will not significantly impact on the amenities of future occupants.
35. The use of bungalows where some of the separation distances are shorter, the proposed layout and the orientation of the buildings will also ensure that the proposed dwellings and existing properties will benefit from good levels of light.
36. The proposed dwellings are a good size internally meeting the standards set out in the Nationally Described Space Standards.

37. It is considered that the proposed development provides good levels of amenities and accords with the requirements of policy DC1.

Design/Streetscene

38. The NPPF requires Local Authorities to deliver a wide choice of high quality homes to significantly boost the supply of housing. The proposed house types provide a varied mix of dwellings including a large number of bungalows which are highly sought after in the town. A large number of the dwellings are two bed properties which are identified as being required in this area of the town in the Grove Hill SPD. However a good number of three bed and some four bed properties are also proposed to meet the needs of a wide demographic. One of the dwelling types is also designed to be accessible for people with reduced mobility. The proposed development includes areas of both hard and soft landscaping including open spaces and communal gardens for residents.
39. The proposed development includes variations in form, density and character through groupings of bungalows, two-storey dwellings and the use of three storey dwellings and corner turners in key areas creating focal points for the development. The proposed dwellings and fenestration within them are orientated to provide natural surveillance of open spaces and pedestrian routes. The communal gardens include high boundary treatments adjacent to the public highway and locked access arrangements which will assist in ensuring a safe environment.
40. The proposed dwellings are contemporary in their design incorporating a number of design features including modern window surrounds, full height windows, dormers that sit within the eaves of dwellings, porch detailing and feature gable elevations.
41. The design of the dwellings reflect the modern properties on the nearby Bishopton Road development but do not copy them. The mix of dwellings and the key design features that are incorporated into each house type will create an identifiable character area. It is considered that the proposed development will complement the existing dwellings and the wider area.
42. The dwellings are appropriate in terms of scale and mass and the plot sizes are appropriate for the site. The density of the development is in line with policy requirements.
43. Footpath links to existing residential areas and within the proposed development are in wide open areas providing good views with good lighting. It is difficult to completely stop antisocial behaviour such as quad bikes and motorbikes from accessing open spaces and pedestrian links as methods to do this also prevent buggies and mobility scooters from using the spaces. However the number of footpath links through the site have been minimised and boundary treatments and hedges are used to provide a physical barrier to some of the open spaces whilst still allowing views over the enclosures to allow for natural surveillance. In other areas high kerbs will be used to prevent vehicles from parking on the open space.
44. Policy CS5 requires all development throughout Middlesbrough to demonstrate a high quality of design in relations to form, layout, character and appearance rather than a specific house selling price. It is the planning view that the proposed development accords with the requirements of Policy CS5, the Urban Design SPD and the Grove Hill SPD.

Flood Risk and Drainage

45. A very small section of the site, located towards the northern end of The Vale, is within flood zone 2 (medium risk). The proposed SUDs pond/detention basin is located in this area and finished floor levels within this area have been set at a minimum of 9.050 Above Ordnance Datum which is 600mm above the existing level.
46. The rest of the site is in flood zone 1, it is at low risk of tidal and fluvial flooding. Notwithstanding this, a drainage scheme has been submitted as part of the Flood Risk Assessment. The drainage scheme will help to reduce the flood risk throughout the site and prevent the development from exacerbating flooding elsewhere.
47. As part of the development will discharge into the Marton West Beck a S106 contribution is being sought towards drainage works in the area and improvements to the Marton West Beck.
48. The Lead Local Flood Authority, Northumbrian Water and the Environment Agency have been consulted and have raised no objections subject to the imposition of relevant conditions relating to the Flood Risk Assessment and drainage details. The proposed development accords with the principles of policies CS4 and DC1.

Environmental Health

49. The Council's Environmental Protection Team have considered the application in relation to noise, air quality and site contamination. No objections have been raised subject to the inclusion of a condition relating to the need for a validation report following the completion of remediation works required on the site. The proposed development accords with the principles of policies CS4 and DC1.

Ecology/Landscape

50. The site is a brownfield site, the majority of which consists of open space and public highways. A preliminary ecology assessment has been submitted in support of the application. It confirms that the site offers little in terms of ecology and confirms that any works to trees on site must take place outside bird nesting season. The ecology assessments also include working method statements in relation to invasive species and hedgehogs setting out any further works and necessary mitigation required to enable the development. If approved conditions will be placed upon the application to ensure the necessary mitigations are carried out.
51. The main part of the site will discharge surface water into the nearby Marton West Beck. The Environment Agency have made some comments in relation to water voles around the beck and the creation of a new outfall. The comments highlight the need for further works to be carried out to determine what impacts the new outfall will have and what mitigation, if any is required. These works will be required by conditions should the application be approved.
52. The proposed development will result in approximately 50 existing trees being removed from the site. The majority of the trees to be removed are classified as low quality and low value in a condition that is only adequate for the short term (i.e. 10 years or less), or poor quality trees. The proposed landscaping scheme includes the planting of trees throughout the site and along all the boundaries of the site in the northern and main central site with more than double the number removed to be planted. The additional planting will mitigate the removal of the existing trees to enable the development. The landscaping scheme will create a green and pleasant environment with green links through the site to the adjacent open space on The Vale.

53. The application is considered to be in accordance with the requirements of policy CS4.

Conclusion

54. This application seeks permission for a sustainable development, which will assist in economic growth in the town, will provide good quality affordable housing and will result in the development of a brownfield site. The proposed layout and dwellings are of a good quality design and will provide a pleasant and sustainable environment. There are no technical objections to the proposal in terms of the sustainability of the site or the ability to meet necessary drainage, highways and ecology requirements.
55. The application site is an allocated site within the approved Housing Local Plan and the proposals meet the policy requirements as set out in this report.
56. It is the planning view that the development will not result in a significant detrimental impact on the amenities of residents or the visual appearance of the area. It will enhance the character of the area to the benefit of the nearby residents and the community as a whole. The proposals do not conflict with local or national policies including those relating to sustainability, design, transport, open space or flood risk. The development will support the delivery of the spatial vision set out in the LDF, particularly the provision of required housing types and economic benefits.

RECOMMENDATIONS AND CONDITIONS

Approve subject to 106 Agreement

1. Time Limit
The development to which this permission relates must be begun not later than the expiration of three years beginning with the date on which this permission is granted.

Reason: In order to comply with the requirements of Section 91 of the Town and Country Planning Act 1990 (as amended).
2. Approved Plans
The development hereby approved shall be carried out in complete accordance with the plans and specifications detailed below and shall relate to no other plans:
 - a) Location Plan, drawing no. N81:2727 100 rev. P2;
 - b) Planning Statement (Including Affordable Housing and Renewable Statements), reference no. N81:2727, dated 16th September 2020;
 - c) Proposed Site Layout, drawing no. N81:2727 102 rev. P3;
 - d) Proposed Site Layout Coloured, drawing no. N81:2727 108 rev. P3;
 - e) Proposed Site Layout Topo Removed, drawing no. N81:2727 104 rev. P3;
 - f) Proposed Site Layout Topo Removed – Ground Floor Plan, drawing no. N81:2727 105 rev. P3;
 - g) Proposed Site Layout Housetype Identification, drawing no. N81:2727 106 rev. P3;
 - h) Proposed Materials Plan, drawing no. N81:2727 109 rev. P3;
 - i) Proposed Boundary Treatment Plan, drawing no. N81:2727 110 rev. P3;
 - j) Proposed Parking Plan, drawing no. N81:2727 112 rev. P3;
 - k) Proposed Phasing, drawing no. N81:2727 116 rev. P1;

- l) Vehicle Tracking Mercedes Econic 6x2RS, drawing no. P19-190-3E-ZZ-XX-DR-C-7000-P1;
- m) Affordable Tenure Plan, drawing no. N81:2727 113 rev. P3;
- n) Grove Hill Housetype Booklet, Planning Issue, revision P1 dated 16.09.2020;
- o) Indicative Streetscene, drawing no. N81:2727 300 rev. P1;
- p) Indicative Streetscene, drawing no. N81:2727 301 rev. P1;
- q) Arboricultural Pre-development Report, reference no. ARB/CP/2267;
- r) Arboricultural Impact Assessment, reference no. ARB/CP/2267;
- s) Landscape Management Plan, reference no. P02, dated February 2020;
- t) General Maintenance Schedule Sheet 1, received February 2020;
- u) General Maintenance Schedule Sheet 2, received February 2020;
- v) Planting Strategy Plan, drawing no. N904-ONE-ZZ-XX-DR-0202 rev. P01;
- w) Grove Hill Waste Audit, Smartwaste delivered by bre, received 6th November 2020;
- x) Grove Hill Construction Management Plan, Gus Robinson, rev. B dated 22.02.2021;
- y) Travel Plan, reference no. TSC516-02 rev. 2;
- z) Flood Risk Assessment, reference no. P19-190-C-9000 rev. 1;
- aa) Phase I and Phase II Geo-environmental Assessment, reference no. P19-190 rev. 1;
- bb) Air Quality Assessment, reference no. ENE-0760-Rev0 rev. 001;
- cc) Preliminary Ecological Appraisal, reference no. 19144 rev. V2;
- dd) Working Method Statement – Invasive Species, reference no. 19144 rev. V1; and,
- ee) Working Method Statement – Hedgehog, reference no. 19144 rev. V1.

Reason: For the avoidance of doubt and to ensure that the development is carried out as approved.

3. Materials - Samples

Prior to the construction of the external elevations of the building(s) hereby approved full details (including samples) of the external finishing materials to be used shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall be implemented in accordance with the approved details.

Reason: To ensure the use of appropriate materials in the interests of the visual amenities of the area having regard for policies DC1, CS4 and CS5 of the Local Plan and section 12 of the NPPF.

4. PD Rights Removed Means of Enclosure

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking or re-enacting that order with or without modification), no fences, gates, walls or other means of enclosure (other than those expressly authorised by this permission) shall be erected within the curtilage of any dwellinghouse forward of any wall of that dwellinghouse which forms the principle elevation/fronts onto a road, footpath or open space without planning permission being obtained from the Local Planning Authority.

Reason: To adequately control the level of development on the site to a degree by which the principle of the permission is based, to protect the visual amenity of the area and in the interests of resident's amenity having regard for policies CS4, CS5, DC1 and section 12 of the NPPF.

5. PD Rights Removed Alterations to Means of Enclosure

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking or re-enacting that order with or without modification), no fences, gates, walls or other means of enclosure

hereby approved shall be removed or materially altered in external appearance in any way without planning permission being obtained from the Local Planning Authority.

Reason: To adequately control the level of development on the site to a degree by which the principle of the permission is based, to protect the visual amenity of the area and in the interests of resident's amenity having regard for policies CS4, CS5, DC1 and section 12 of the NPPF.

6. PD Rights Removed Extensions/Alterations and Outbuildings
Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking or re-enacting that order with or without modification), no building hereby approved shall be extended or materially altered in external appearance in any way, including additions or alterations to the roof, nor shall any ancillary buildings be erected in the curtilage of any property (other than those expressly authorised by this permission) without planning permission being obtained from the Local Planning Authority.

Reason: To adequately control the level of development on the site to a degree by which the principle of the permission is based, to protect the visual amenity of the area and in the interests of resident's amenity having regard for policies CS4, CS5, DC1 and section 12 of the NPPF.

7. PD Rights Removed Hardstanding
Notwithstanding the provisions of the Town & Country Planning (General Permitted Development) (England) Order 2015, (or any order revoking or re-enacting that Order), no hardstanding shall be constructed at the front of the residential dwellings hereby permitted, without planning permission being obtained from the Local Planning Authority.

Reason: To adequately control the level of development on the site to a degree by which the principle of the permission is based, to protect the visual amenity of the area and in the interests of resident's amenity having regard for policies CS4, CS5, DC1 and section 12 of the NPPF.

8. Landscape Management Plan
The development must be carried out in complete accordance with the documents detailed below:
- a) Landscape Management Plan, reference no. P02, dated February 2020;
 - b) General Maintenance Schedule Sheet 1, received February 2020; and,
 - c) General Maintenance Schedule Sheet 2, received February 2020.

Reason: To ensure a satisfactory form of development in the interest of visual amenity and the character of the area having regard for policies CS4, CS5 and DC1 of the Local Plan and sections 12 and 15 of the NPPF.

9. Replacement Tree Planting
If within a period of five years from the date of the planting of any tree that tree, or any tree planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree of the same species and size as that originally planted shall be planted at the same place, unless the local planning authority gives its written consent to any variation.

Reason: To ensure a satisfactory form of development in the interest of visual amenity and the character of the area having regard for policies CS4, CS5 and DC1 of the Local Plan and sections 12 and 15 of the NPPF.

10. Retained Trees

In this condition retained tree means an existing tree which is to be retained in accordance with the approved plans and particulars; and paragraphs (a) and (b) below shall have effect until the expiration of five years from the date of the occupation of the final building on site for its permitted use.

- a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 3998:1989 (with subsequent amendments)(British Standard recommendations for Tree Work).
- b) If any retained tree is removed, uprooted or destroyed or dies during the period of construction another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time as may be specified in writing by the local planning authority. Similarly, if a retained tree dies or needs to be removed within five years of completion, and this is found to have been the result of damage sustained during development, this replanting condition will remain in force
- c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority. Retained trees shall be protected fully in accordance with British Standard 5837:1991 (Guide for Trees in Relation to Construction). In particular, fencing must not be dismantled at any time without the prior consent of the local planning authority.

Reason: To prevent the loss of or damage to trees and natural features during the development and to ensure so far as is practical that development progresses in accordance with current best practice having regard for policy CS4 and CS5 of the Local Plan and section 9 of the NPPF.

11. Phasing Plan

The phasing of the development must be in accordance with the approved Proposed Phasing, drawing no. N81:2727 116 rev. P1 or in accordance with a phasing plan to be submitted to and approved in writing by the Local Planning Authority. The phasing plan shall include the build route, creation and use of access points including roads, footpaths, cycle paths and bridleways

Reason: In the interests of highway safety and amenity of the area having regard for policy DC1 of the Local Plan.

12. Construction of Roads and Footways Prior to Occupation of Dwellings

No dwelling to which this planning permission relates shall be occupied unless or until the carriageway base course and kerb foundation to the new estate road and footpath to which it fronts, is adjacent to or gains access from, has been constructed. Road and footway wearing courses and street lighting shall be provided within 3 months of the date of commencement on the construction of the penultimate dwelling of the development.

Reason: To ensure appropriate access and egress to the properties, in the interests of highway safety and the amenity of residents having regard for policies CS4, CS5 and DC1 of the Local Plan and sections 9 and 12 of the NPPF.

13. Details of Roads, Footpaths and Open Spaces Required
Notwithstanding the details set out in the approved Proposed Materials Plan, drawing no. N81:2727 109 rev. P3, fully detailed drawings illustrating the design and materials of roads, footpaths and other adoptable open spaces shall be submitted to and approved in writing by the Local Planning Authority within 3 months of the start of construction on each phase of the development. The development shall be carried out in accordance with the approved details.

Reason: To ensure a satisfactory form of development and in the interests of highway safety having regard for policies CS5 and DC1 of the Local Plan and sections 9 and 12 of the NPPF.

14. Car and Cycle Parking Laid Out
No part of the development hereby approved shall be occupied until the areas shown on the approved plans for parking and manoeuvring of vehicles (and cycles, if shown) have been constructed and laid out in accordance with the approved plans, and thereafter such areas shall be retained solely for such purposes.

Reason; To ensure a satisfactory form of development and in the interests of highway safety having regard for policies CS5 and DC1 of the Local Plan and sections 9 and 12 of the NPPF

15. Off-Site Highway Works 1
The development hereby permitted shall not come into use until the highway works detailed below have been carried out in accordance with the submitted drawing(s) Proposed Site Layout, drawing no. N81:2727 102 rev. P3 or such plans which are subsequently submitted to and approved in writing by the Local Planning Authority:
- a) realignment of the The Vale and associated works in order to create a 4 arm signal controlled junction with Toucan crossing facilities
 - b) relocation of the existing bus stops on The Vale consisting of kerb works, widened footway and re-provision of bus stop facilities including shelter, high bus boarder kerbs, bus stop flag and signing/lining associated with the bus stop.
 - c) provision of a 3.6m wide shared pedestrian cycle route along the South side of Keith Road between no.103 Keith Road and the existing Toucan crossing on Keith Road adjacent to St Chad's Church

Reason: In the interests of providing a safe means of access to the site by all modes of transport and to, minimise disruptions to the free flow of traffic having regard for policies DC1 and CS5 of the Local plan and sections 9 and 12 of the NPPF.

16. Off-Site Highway Works 2
The development hereby permitted shall not come into use until the highway works detailed below have been carried out in accordance with the submitted drawings Proposed Site Layout, drawing no. N81:2727 102 rev. P3 or such plans which are subsequently submitted to and approved in writing by the Local Planning Authority:
- a) resurfacing of existing footways around the site boundary to Keith Road, The Vale, Marton Burn Road, Ashfield Avenue, Deepdale Avenue, and Pinewood Avenue together with reinstatement of existing vehicular access points not being reused as part of the development to full height kerb, footway and verge;
 - b) introduction of managed on-street car parking bays with associated street trees and/or landscaping to demarcate the parking areas on Keith Avenue, The Vale, Marton Burn Road, Deepdale Avenue and Pinewood Avenue
 - c) introduction of a point closure with associated kerbing, landscaping and paving to prevent vehicular access on Pinewood Avenue

- d) provision of a 3.6m wide shared pedestrian cycle route along the North side of Keith Road between the junction of The Vale and the existing Toucan crossing on Keith Road adjacent to Deepdale Avenue

Reason: In the interests of providing a safe means of access to the site by all modes of transport and to, minimise disruptions to the free flow of traffic having regard for policies DC1 and CS5 of the Local plan and sections 9 and 12 of the NPPF.

17. Foul and Surface Water Drainage - NWL

Within two months of commencement of development a detailed scheme for the disposal of foul and surface water from the development hereby approved has been submitted to and approved in writing by the Local Planning Authority in consultation with Northumbrian Water and the Lead Local Flood Authority. Thereafter the development shall take place in accordance with the approved details.

Reason: To prevent the increased risk of flooding from any sources in accordance with the NPPF.

18. Flood Risk Assessment

The development shall be carried out in accordance with the submitted Flood Risk Assessment reference no. P19-190-C-9000 rev. 1 and the following mitigation measures;

- Finished floor levels shall be set no lower than 9.050m above Ordnance Datum (AOD); and,
- Development shall be in accordance with proposed site layout N81:2727 rev. D5.

These mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the scheme's timing/phasing arrangement. The measures detailed above shall be retained and maintained thereafter throughout the lifetime of the development.

Reason: To reduce the risk of flooding to the proposed development and future occupants in accordance with paragraph 163 of the NPPF.

19. Surface Water Drainage Scheme

Within two months of commencement of the development on site a detailed surface water drainage scheme (design and strategy) shall be submitted to and approved in writing by the Local Planning Authority. The scheme should be designed, following the principles as outlined in the Flood Risk Assessment, Dated Feb 2020 (Issue 1) and the development shall be completed in accordance with the approved scheme.

The design of the drainage scheme shall include but is not be limited to;

- (i) The surface water discharge from the development must be limited to a Greenfield run off rate (Q_{bar} value) with sufficient storage within the system to accommodate a 1 in 30 year storm.
- (ii) The method used for calculation of the existing greenfield run-off rate shall be the ICP SUDS method.
- (iii) The design shall ensure that storm water resulting from a 1 in 100 year event, plus climate change surcharging the system, can be stored on site with minimal risk to persons or property and without overflowing into drains, local highways or watercourses.

- (iv) Provide an outline assessment of existing geology, ground conditions and permeability.
- (v) The design shall take into account potential urban creep.
- (vi) The flow path of flood waters for the site as a result on a 1 in 100 year event plus climate change (Conveyance and exceedence routes)

This should be accomplished by the use of SuDs techniques, if it is not possible to include a sustainable drainage system, details as to the reason why must be submitted.

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 having regard for policy CS4 of the Local Plan and section 14 of the NPPF.

20. Surface Water Drainage Management Plan

Within two months of commencement of the development on site, details of a Surface Water Drainage Management Plan must be submitted to and approved in writing by the Local Planning Authority. The Management Plan shall include:

- (i) A build program and timetable for the provision of the critical surface water drainage infrastructure.
- (ii) Details of any control structure(s) and surface water storage structures
- (iii) Details of how surface water runoff from the site will be managed during the construction Phase
- (iv) Measures to control silt levels entering the system and out falling into any watercourse or public sewer during construction.

The development shall, in all respects, be carried out in accordance with the approved Management Plan.

Reason: To ensure the development is supported by an appropriately designed surface water disposal infrastructure scheme and to minimise the risk of increased flooding and contamination of the system during the construction process having regard for policies DC1 and CS4 of the Local Plan and section 14 of the NPPF.

21. Surface Water Drainage Management and Maintenance Plan

The development shall not be occupied until a Management & Maintenance Plan for the surface water drainage scheme has been submitted and approved by the Local planning Authority; the plan shall include details of the following;

- i. A plan clearly identifying the arrangements for the adoption of the surface water system by any public authority or statutory undertaker (i.e s104 Agreement) and any other arrangements to secure the operation of the scheme throughout its lifetime.
- ii. Arrangements for the short and long term maintenance of the SuDS elements of the surface water system

Reason: To ensure that the surface water drainage infrastructure is maintained to minimise the risk flooding in the locality having regard for policy CS4 of the Local Plan and section 14 of the NPPF.

22. New Outfall, Water Framework Directive (WFD) Assessment

Development shall not commence in phases 2, 2a, 3 and 4, until an assessment of any potentially detrimental impacts caused by the construction of a new outfall and discharge, with regards to the WFD 2000/60/EC has been submitted to and approved in writing by the local planning authority. Thereafter the development shall be implemented in accordance with the approved scheme.

Reason: To ensure a satisfactory form of development in accordance with the requirements of policy CS4 and paragraph 175 of the NPPF.

23. New Outfall Preconstruction Survey for Water Vole
Development shall not commence in phases 2, 2a, 3 and 4, until a survey and plan detailing the protection of/mitigation of damage to water vole populations, a protected species under The Wildlife and Countryside Act 1981 as amended, and their associated habitat has been submitted to the local planning authority. The plan must consider the whole duration of the development from the construction phase through to development completion. Any change to operation responsibilities, including management, shall be submitted to and approved in writing by the local planning authority. The water vole protection plan shall be carried out in accordance with the timetable for implementation as approved.

Reason: To protect the water vole and their habitat within the development site, and to avoid damaging the site's nature conservation value. In accordance with the requirements of policy CS4 and paragraphs 170 and 175 of the NPPF.

24. Ecology
The recommendations/mitigation measures as set out in the approved documents detailed below must be carried out on site:
- a) Preliminary Ecological Appraisal, reference no. 19144 rev. V2;
 - b) Working Method Statement - Invasive Species, reference no. 19144 rev. V1;
 - c) Working Method Statement - Hedgehog, reference no. 19144 rev. V1;

Thereafter the mitigation works shall be retained on site in perpetuity

Reason: To protect and enhance the ecology and biodiversity of the site and ensure the survival and protection of important species and those protected by legislation that could be adversely affected by the development having regard to policy CS4 of the Local Plan and section 15 of the NPPF.

25. Contaminated Land Validation Report
Before the occupation of any part of the development hereby approved, a validation report shall be submitted to and approved in writing by the Local Planning Authority. The validation report shall confirm that all the proposed remediation works set out in the Phase I and Phase II Geo-environmental Assessment, reference no. P19-190 rev. 1 were completed before occupation of any part of the site or units hereby approved.

Reason: To ensure the appropriate decontamination of the site in the interests of safety, local amenity and the amenities of the occupiers of the site having regard for policies DC1, CS5 and section 12 of the NPPF.

26. Renewables or Fabric First
The dwellings/buildings hereby approved shall constructed in accordance with the details set out in the approved Planning Statement (Including Affordable Housing and Renewable Statements), reference no. N81:2727, dated 16th September 2020.

Reason: In the interests of sustainable development having regard for policy CS4 of the Local Plan and section 14 of the NPPF.

REASON FOR APPROVAL

The proposed development of housing is considered to be appropriate for both the application site itself and within the surrounding area, in that the proposal is in accordance with national and local planning policy guidance.

The relevant policies and guidance is contained within the following documents: - National Planning Policy Framework 2012 - Middlesbrough Local Development Framework (LDF) - Core Strategy (2008); Regeneration DPD and Proposal Map (2009) - Middlesbrough Housing Local Plan, Housing Core Strategy and Housing Development Plan Document (2014). The development is considered to be in accordance with policies H1, H3, H11, H19, H31, CS4, CS5 and DC1 of the Local Plan.

In particular, the proposal meets the national planning policy framework and guidance, in that the proposal is for a housing development that would not be out of scale and character within the surrounding area, and would not be detrimental to the local and residential amenities of the area. Issues of principle regarding development on an allocated site, the layout and design of the housing scheme and the generation of traffic, have been considered fully and are not considered, on balance, to give rise to any inappropriate or undue affects. Accordingly, the Local Planning Authority considers that there are no material planning considerations that would override the general assumption that development be approved unless other material factors determine otherwise.

INFORMATIVES

Discharge of Condition Fee

Under the Town & Country Planning (Fees for Applications and Deemed Applications)(Amendment)(England) Regulations 2018, the Council must charge a fee for the discharge of conditions. Information relating to current fees is available on the Planning Portal website <https://1app.planningportal.co.uk/FeeCalculator/Standalone?region=1>. Please be aware that where there is more than one condition multiple fees will be required if you apply to discharge them separately.

Cleveland Fire Brigade

Cleveland Fire Brigade offers no representations regarding the development as proposed, however Access and Water Supplies should meet the requirements as set out in: Approved Document B, Volume 1:2019, Section B5 for Dwellings.

It should be noted that Cleveland Fire Brigade now utilise a Magirus Multistar Combined Aerial Rescue Pump (CARP) which has a vehicle weight of 17.5 tonnes. This is greater than the specified weight in AD B Vol 1 Section B5 Table 13.1.

It should be confirmed that 'shared driveways' and 'emergency turning head' areas meet the minimum carrying capacity requirements as per ADB Vol 1, Section B5: Table 13.1, and in line with the advice provided regarding the CARP, above.

Name and Numbering

Should the development require Street Names, Numbers and/or Post Codes the developer must contact the Councils Naming and Numbering representative on 01642 728155.

Deliveries to Site

It should be ensured that, during construction, deliveries to the site do not obstruct the highway. If deliveries are to be made which may cause an obstruction then early discussion should be had with the Highway Authority on the timing of these deliveries and measures that may be required so as to mitigate the effect of the obstruction to the general public.

Cleaning of Highway

The applicant is reminded that it is the responsibility of anybody carrying out building work to ensure that mud, debris or other deleterious material is not deposited from the site onto the highway and, if it is, it shall be cleared by that person. In the case of mud being deposited on the highway wheel washing facilities should be installed at the exit of the development.

Construction Noise

The applicant should be aware that noise from construction work and deliveries to the site may have an impact upon local residential premises. The applicant may if they wish to apply for a prior consent under the Control of Pollution Act 1974 Section 61 with regard to working hours at the site. The applicant can contact the authorities Environmental Protection service for more details regarding the prior consent process. The hours that are recommended in the Control of Pollution Act for noisy working are 8am-6pm Mon-Fri, 8am-1pm Saturday and no working Sundays and Bank holidays.

Statutory Undertakers

The applicant is reminded that they are responsible for contacting the Statutory Undertakers in respect of both the new service to their development and the requirements of the undertakers in respect of their existing apparatus and any protection/ diversion work that may be required.

Highways Materials

For the avoidance of doubt the highways materials detailed in the submitted plans associated with this application have not been approved by the Local Highways Authority. The materials will be considered by the Local Highway Authority during the adoption process. Any roads/footpaths constructed from materials not agreed by the LHA will not be formerly adopted.

Adoption of Highway - S38

The applicant is advised that prior to the commencement of works on site they should contact the Highway Authority (01642 728156), with a view to preparing the necessary drawings and legal work required for the formal adoption of the new highway layout. The S38 Agreement should be in place prior to the commencement of works on site.

Works to Highway - S278

The proposals will require alterations to the existing highway and as such will require an Agreement under Section 278 of the 1980 Highways Act. The applicant is urged to consult early with the Highway Authority (tel: 01642 728156) to discuss these proposals. This agreement must be completed and in place before work commences.

Extinguishment of Highway

Implementation of this proposal will require the extinguishment of publicly maintainable highway. The extinguishment process is a separate Legal process to the granting of planning consent and is not guaranteed to be successful. Extinguishment must be commenced before any work is commenced in the vicinity of the affected area and takes in the region of 6 months to complete.

For further information contact the Highway Authority (tel: 01642 728153).

Highways Consent/Licence

The permission hereby granted should not be construed as authority to place signage, skips, scaffolding, hoarding or building materials within the public highway nor allow cranes/structures to oversail the public highway. Highways consent and the appropriate licence(s) are required prior to these activities.

Further information can be found at;

<https://www.middlesbrough.gov.uk/parking-roads-and-footpaths/roads-and-highways/highway-licences>

or contact the Highway Authority (tel: 01642 728153).

Discharge into Watercourse/Culvert

The applicant is advised that any discharge of surface water into a watercourse or culverted watercourse requires consent from the Local Authority.

Culvert or Bridge Existing Watercourse

Any proposal to culvert or bridge an existing watercourse, or part thereof, requires the express consent of the Local Authority.

Sustainable Drainage Systems

Sustainable Drainage Systems (SuDS) should be considered when designing drainage, driveways and car parking areas.

Permeable Surfacing

Guidance on permeable surfacing of front gardens is available on the Communities and Local Government Website: www.communities.gov.uk

Building Regulations

Compliance with Building Regulations will be required. Before commencing works it is recommended that discussions take place with the Building Control section of this Council. You can contact Building Control on 01642 729375 or by email at buildingcontrol@middlesbrough.gov.uk.

Where a building regulations approval is obtained which differs from your planning permission, you should discuss this matter with the Local Planning Authority to determine if the changes require further consent under planning legislation.

Case Officer: Shelly Pearman

Committee Date: 5th March 2021

Appendix 1 – Proposed Site Plan



Appendix 2 – Artist’s Impression

