

**DARLINGTON BOROUGH COUNCIL**

**PLANNING APPLICATIONS COMMITTEE**

**COMMITTEE DATE: 22 August 2018**

**Page**

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<b>APPLICATION REF. NO:</b>	17/00237/FUL
<b>STATUTORY DECISION DATE:</b>	31 August 2018
<b>WARD/PARISH:</b>	PIERREMONT
<b>LOCATION:</b>	Land Adjacent Cockerton Club, Woodland Road
<b>DESCRIPTION:</b>	Proposed redevelopment of the site for residential purposes, comprising 20 dwellings and associated car parking (additional and amended plans and information received 16 January 2018 and 17 April 2018)
<b>APPLICANT:</b>	Partner Construction Limited

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**APPLICATION AND SITE DESCRIPTION**

The application site measures approximately 0.38 hectares and is an area of waste land with access off Woodland Road (A68). Cockerton Band and Musical Institute lies immediately to the west of the application site and residential dwellings form the north and east boundaries. The Moorlands Surgery and its associated car park are also located to the north. A flatted development, known as Squires Court, lies to the south on the opposite side of Woodland Road. Cockerton District Centre is located to the west.

The site incorporates land last used as a garage and car wash facility and also land used as a hard standing area to the rear and belonging to the Cockerton Band and Musical Institute.

The site lies on the edge of the Cockerton Village Conservation Area and there are two properties adjacent to the entrance (Nos 178 and 180 Woodland Road) which are Grade II listed buildings. There are trees within the site which are covered by a Group Tree Preservation Order dated 1952.

A planning application (See Planning History) for the erection of 46 apartments in two three storey blocks was refused in 2014 for the following reason:

*In the opinion of the Local Planning Authority, the proposed buildings by virtue of their siting, scale and design would have an overbearing impact when viewed from the rooms and gardens of dwellings on Newlands Road resulting in harm to outlook and therefore loss of residential amenity for occupiers of those dwellings. The development would therefore be contrary to Policy CS16 (Protecting Environmental Resources, Human Health and Safety) of the Darlington Core Strategy Development Plan Document 2011.*

An appeal against the decision was lodged and dismissed in 2015. The Planning Inspector agreed that the scale, mass and layout of the flatted development would be detrimental to the living conditions of the nearby residents, whose enjoyment of their private gardens, conservatories and houses would be significantly and permanently harmed by the overbearing presence of the northern building and, by disturbance generated by cars being parked in such close proximity to some of their homes.

This planning application is for the erection of twenty residential dwellings with associated landscaping and parking provision. The dwellings are all three bed properties. The dwellings would be 2.5 storeys with the third bedroom within the roof space. Vehicular and pedestrian access would be from Woodland Road with the site being served by a single spine road which would run along the eastern boundary. There would be a total of 41 parking spaces, some of which will be located along the shared boundary with the gardens of the dwellings on Newlands Road. The scheme will involve the loss six trees and a group of self seeded trees and shrubs will need to be removed to facilitate the development, of which three are part of the Group Tree Preservation Order dated 1952.

Amended and additional plans have been submitted in January and April 2018 to show the proposed boundary treatments, some amendments to the design of the dwellings, the spatial relationship between the existing and proposed dwellings and in response to initial comments made by the Council's Highways Engineer.

### **Planning Obligations**

The proposal has been the subject of an extensive viability assessment. The outcome of this exercise has resulted in the scheme accommodating one affordable housing unit on site, which would be secured by a planning condition. This process will be considered in more detail elsewhere within this report.

### **Environmental Impact Assessment Requirements**

The proposed development does not meet the required thresholds set out in the Town & Country Planning (Environmental Impact Assessment) Regulations 2017 to trigger the local planning authority to carry out a "Screening" procedure on this individual application and having also considered the scheme alongside existing known planning applications and permissions in the locality an Environmental Impact Assessment is not required to support the application.

**Application documents, detailed plans, consultation responses, representations received and other background papers are available on the Darlington Borough Council website.**

### **PLANNING HISTORY**

The relevant entries are as follows:

A planning application (reference number 03/00289/FUL) for the redevelopment of the site for the erection of thirty two flats was submitted in 2003. The applicant lodged an appeal against the Council's non-determination of the application and a Public Inquiry was held. The appeal was ALLOWED, subject to conditions, on July 2004. A Costs Application in relation to the above appeal was also allowed in July 2004.

A subsequent and identical planning application (reference number 03/01231/FUL) for the redevelopment of the site for thirty two flats was also submitted in 2003 and was REFUSED

A planning application (reference number 14/00276/FUL) for the proposed redevelopment of the site for residential purposes comprising two three storey apartment buildings to accommodate 46 dwellings (39 No. Class C2 units and 7 No. Class C3 units) with associated access, car parking and landscaping was REFUSED in December 2014. An appeal against the decision was DISMISSED in September 2015

## **PLANNING POLICY BACKGROUND**

The relevant local and national development plan policies are:

### **Borough of Darlington Local Plan 1997**

E2 - Development Limits  
S10 – Safeguarding the District and Local Centres  
E12 -Trees and Development  
E13 – Tree Preservation Orders  
E14 - Landscaping of Development  
T8 - Access to Main Roads

### **Darlington Core Strategy Development Plan Document 2011**

Policy CS1 - Darlington's Sub Regional Role and Locational Strategy  
Policy CS2 - Achieving High Quality, Sustainable Design  
Policy CS4 - Developer Contributions  
Policy CS9 – District and Local Centres and Local Shops and Services  
Policy CS10 - New Housing Development  
Policy CS11 - Meeting Housing Needs  
Policy CS14 - Promoting Local Character and Distinctiveness  
Policy CS15 – Protecting and Enhancing Biodiversity and Geodiversity  
Policy CS16 – Protecting Environmental Resources, Human Health and Safety  
Policy CS19 - Improving Transport Infrastructure and Creating a Sustainable Transport Network

### **National Planning Policy Framework 2018**

#### **Other Documents**

Design of New Development Supplementary Planning Document 2011  
Supplementary Planning Document on Planning Obligations 2013  
Interim Planning Position Statement 2016

## **RESULTS OF CONSULTATION AND PUBLICITY**

The Local Planning Authority issued 156 consultation letters with local residents, erected 4 Site Notices and placed an advert in the local press. A total of 3 letters of objection were received to the original proposal and the comments can be summarised as follows:

#### **Highway Matters**

- *I approve of the housing but worry that we are going to have another road leading onto Woodland Road. In Squires Court there are elderly residents who already have trouble crossing the road to the bus stop without adding even more cars*

#### **Residential Amenity**

- *There are no sectional plans to show the relationships with existing dwellings in Newlands Road, Willow Road and Deneside Road*

- *The dormer windows should be in the west facing elevation rather than the east facing elevation to reduce overlooking of existing properties*
- *There are no fences being proposed on the boundary with Newlands Road. Existing fences are not close boarded fences and would be subject to car headlights showing through and existing properties will suffer a loss of privacy and security to their homes and property*
- *The development will result in rear facing light pollution due to the location of proposed street lighting*
- *The dormer windows affords the opportunity of overlooking of properties on Newlands Road*
- *There are level differences between the existing dwellings and the site and the developer should be responsible for land retention and suitable drainage*

### **Impact on the Street Scene**

- *A two storey development will blend into the local area much better and enhance this particular site*

### **Design and Layout Matters**

- *The dwellings facing Newlands Road should be pushed further towards the Club and the garden space should be at the front creating a cottage look and feel*

A petition with 35 signatories has been received from the occupiers of Squires Court objecting to the planning application on the following grounds:

- *The traffic on this part of Woodland Road is extremely heavy since it is constantly coming and going in both directions. The additional traffic which will be caused by this proposal will add to an already overloaded road. Ambulances and police vehicles have to use this road in order to get to the hospital and adding to the traffic will impede their progress*
- *It is currently very difficult for pedestrians to cross the road as there is no properly designated crossing and adding to the traffic which will be caused by the development will only exacerbate this problem*

Following the submission of the amended plans in January 2018, three letters of objection have been received and the comments are summarised below:

- *The amended plans do not overcome by previous concerns about traffic. We find it extremely difficult now to cross the road to get to bus stops from Squires Court and anymore traffic is not unacceptable unless we get a pedestrian crossing;*
- *I would like more clarification on the boundary finish at the north end of the site as it borders onto my land (No 30 Newlands Road). There is a considerable difference in levels. When this land was cleared for a previous application gentle slope between levels was removed to give a straight drop. Following heavy rain soil began to slide into the site which had to be shored up with boarding to prevent this happening in the future and I don't think a close boarded fence will do this*
- *The 1.8m high fence on the boundary of Newlands Road will not address security concerns due to the local of new parking spaces right next to existing properties fences. With the average family car around 1.5m in height, this provides easy access to this properties with no proposals to safeguard residents and their property*

- *Moving properties on 1 – 5 and 6 – 13 further away from the Newlands Road would allow the whole of the road and parking scheme for these properties to be moved accordingly producing sufficient space between parking plots and existing boundaries*
- *There has been land slippage from the gardens on Willow Road and Newlands Road into the site*
- *Any street lighting should be low level in intensity and should not directly face existing residents*
- *If the development was a two storey development, it would enhance and complement the local area and the site and reduce overlooking and loss of privacy in the upper bedrooms of existing properties*

No further letters of objection have been received following the submission of further amended plans in April 2018.

### **Consultee Responses**

The **Council's Capital Asset and School Place Planning Officer** has confirmed that due to the scale of the development, there is no requirement for a planning obligation towards school place provision

The **Council's Sustainable Transport Officer** has raised no objections to the proposal

The **Council's Senior Arboricultural Officer** has expressed concerns over the loss of the trees which are covered by a tree preservation order and he has also advised that one of the other trees to be felled is worthy of a tree preservation order. However if the application is to be recommended for approval, a condition for tree protection measures needs to be imposed and the landscaping scheme is acceptable in principle.

The **Council's Highways Engineer** has raised no objections subject to appropriate planning conditions

The **Council's Heritage Asset Officer** has raised no objections to the proposed development

The **Council's Environmental Health Officer** has raised no objections

**Northumbrian Water** has raised no objections subject to the imposition of a planning condition relating to a scheme for foul and surface water drainage

**Historic England** advised that they do not wish to comment on the application and advice should be sought from the relevant in-house specialists

The **Durham County Council Archaeology Team** has confirmed that the potential for undisturbed buried heritage assets on the site is low and therefore they have no objections to the scheme

The **Environment Agency** has advised that the development does not fall within their remit for consideration

### **PLANNING ISSUES**

The main issues to be considered here are whether or not the proposed development is acceptable in the following terms:

- Principle of the Development
- Impact on Character and Appearance of the Area and Setting of Heritage Assets
- Impact on non-designated Heritage Assets (Archaeology)
- Highway and sustainable transport issues
- Surface water and flood risk
- Land contamination
- Design and layout

- Residential Amenity
- Ecology
- Impact on Trees
- Developer Contributions
- Delivery

### **Principle of the Development**

Section 38(6) of the Planning and Compulsory Purchase Act 2004, requires that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise. The National Planning Policy Framework (NPPF) comprises up to date national planning policy and is a material consideration in planning decisions.

Saved Policy E2 (Development Limits) of the Borough of Darlington Local Plan 1997 states that most new development will be located inside the development limits. The site is shown on the Proposals Map of the Local Plan as being located within the development limits and therefore the principle of redeveloping the site for residential purposes is considered to be acceptable in general planning policy terms.

The site was identified in the Council's Interim Planning Position Statement (2016) as capable of accommodating a sustainable housing development, subject to the submission of an acceptable scheme in relation to other material considerations. Whilst the Interim Planning Position Statement is not part of the local development plan, it should be considered a material consideration when determining the application.

### **Impact on Character and Appearance of the Conservation Area and the Setting of Heritage Assets**

Paragraph 192 of the National Planning Policy Framework 2018 (the NPPF) states that in determining planning applications local planning authority should take account of, amongst other matters, the desirability of new development making a positive contribution to local character and distinctiveness. Policy CS14 of the Darlington Core Strategy Development Plan Document 2011 is also about promoting character and local distinctiveness.

The application site is located outside but on the edge of the Cockerton Village Conservation Area. The Conservation Area Character Appraisal for the Conservation Area states that this site, which was formerly Ruck Engineering site, has a negative effect on its setting and gateway entrance to the Village.

The properties that are adjacent to the proposed access to the site (Nos 178 and 180 Woodland Road) are Grade II listed buildings.

The proposed development has been designed in response to the characteristics of the Conservation Area and the adjacent listed buildings in terms of scale and design. The southern terraced block is relatively modest in scale, particularly when viewed in the context of the three storey Squires Court flatted development on the opposite side of Woodland Road. The scale and massing of this terrace would not harm the Conservation Area nor the setting of the listed buildings.

The building finish includes a mixture of red brick and off-white render in direct response to many of the buildings within the Conservation Area. Also the alternate material is designed to have a vertical emphasis consistent with other buildings to create a visual break in the building

mass. The terraced form incorporates 'traditional' style flat roofed dormers and oriel windows to the first floor to break up the mass and add 'intrigue' to the streetscape.

The distinctive architectural qualities of the Conservation Area result largely from the continuous line of buildings fronting the Green, with individual plot frontages of approximately consistent width (based on medieval plot width) and with variation in height, being mainly 2 storey, but with various eaves heights. Roofs are generally simple duo-pitch with overhanging eaves to the street frontage with varied chimneys adding further interest to the roofscape.

The scheme has been amended to include variations in the roof line with chimney stacks and alternating dormers, adding interest to the roof scape.

The frontages in the Conservation Area display a variety of facades, with the earliest buildings being of brick or render. The earliest surviving roofs are of red clay tiles with later roofs of Welsh blue slate. There are no objections to the use of brick and render to break up the elevations of the proposed buildings.

Window openings in the Conservation Area have predominantly vertical proportions. The earliest windows are Yorkshire sliding sashes, with a variety of later windows which relate to the various dates of buildings. The fenestration patterns of the window openings within the buildings have been amended and the window proportions now have a vertical emphasis and the surround detailing is less complicated with brick headers and artstone cills proposed throughout. The dormer framing also matches the roof material which ensures they blend into the roof slope and are no longer overly prominent.

All materials for the external surfaces including windows and doors would be conditioned to ensure a good quality development on this prominent site. As stated, following discussions with Officers, the design of the development has been revised and it is now considered to be acceptable.

The design intention is not to mimic the listed buildings. The proposed development adopts a series of design cues from the Conservation Area and listed buildings but is intentionally different in overall scale and appearance. The development should improve the setting of the listed buildings and the gateway to the conservation area.

It is considered that this proposal would enhance this currently unattractive brownfield site and it would not harm the significance of the heritage assets (the Conservation Area and the setting of the listed buildings)

In summary the proposal is considered to be in accordance with National Planning Policy Framework 2018 and with Policy CS14 (Promoting Local Character and Distinctiveness) of the Darlington Core Strategy Development Plan Document 2011.

#### **Impact on non-designated Heritage Assets (Archaeology)**

The Archaeological Team from Durham County has advised that the site has been previously built upon which will have disturbed archaeological remains so the potential for undisturbed buried heritage assets on the site is low. They have no objections to the development on archaeological terms.

**Highway and sustainable transport issues**

Policy CS2 (Achieving High Quality Sustainable Design) of the Core Strategy seeks to ensure that new developments provide vehicular access and parking provision that is suitable for its use and location reflecting the standards set out in the Tees Valley Design Guide and Specification: Industrial and Estate Development

The development utilises an existing access into the site which will be upgraded to serve the private access road into the proposed development. Visibility from the proposed access is in line with the current guidance for a 30mph speed limit and an accident report has been carried out as part of the submitted Transport Statement which shows that there is not a significant accident problem on the local highway network at this location. The Transport Statement reviews the potential traffic generation in connection with the development and reports that an additional 11no. car trips will be generated in the peak hours which can be accommodated on the local highway network without a detrimental impact.

Internally, the layout does not accord to adoptable standards for a variety of reasons, however it has been confirmed by the applicant that the internal highway would be retained as private and would not be adopted by the local highway authority. The carriageway (shared surface) would be 6m wide with an additional 0.5m hard margin which is acceptable. The separate footway would always be preferable in terms of accessibility, where parked cars can obstruct access to in curtilage paths for disabled users. Autotracks have been submitted to demonstrate that an 11.2m refuse vehicle can turn around within the turning facility provided and that the access junction is suitably sized with appropriate junction radii. The previously submitted layout showed a localised pinch point at the access where the road width narrowed down to 4m in width, restricting the passage of two way traffic. This has now been amended accordingly and now permits two way traffic given the increased width. Parking provision across the site is generally acceptable, the previous concerns regarding accessibility of the parking spaces allocated to Plots 20 & 15 have now been addressed. Whilst it is always preferable to have parking within the curtilage of each dwelling this is not an approach used in this application but as this will not become an adopted highway this arrangement will be acceptable as part of this scheme.

Off-site highway works are proposed in connection with the development and include rationalising the access junction to safe adoptable standards in relation to forming the proposed junction access and any tie in works i.e. footway widening, tactile paving across the access junction, creation of car parking spaces and access for existing cottages and resurfacing in front of the existing cottages whereby there is no vast open space as there is in the existing situation. Other works should include the provision of tactile paving to the existing crossing island to improve pedestrian facilities and white lining works on Woodland Road to create a ghost island right turn facility to assist right turning traffic into the development and channel through traffic along the main carriageway. Any redundant vehicle access points on Woodland Road should be reinstated to the same specification as the surrounding footways. Footways at the access should also run beyond the beginning of the shared access area. These works would be secured by appropriate planning conditions.

There are current parking restrictions in force along Woodlands Road which will protect the highway from potential parking outside the curtilage of the development and create a safe access point for all users. However given the introduction of active frontage onto Woodland Road with 5 new properties it is recommended that the existing parking restrictions be further reinforced with “no waiting, no loading” restrictions to be provided along Woodlands Road around the new site access junction, and extending into Deneside Road, the extent of which should be agreed

with the local highway authority. The restrictions should be in place before occupation of the first dwelling and this would be secured by a condition.

A Road Safety Audit has been carried out on the proposed access arrangements and highlighted the issue of the existing parking within the vicinity of the current access along the frontage of the adjacent properties. It was suggested that the parking arrangement be reviewed and measures be put in place to prevent parking on the footways i.e. bollards. This issue has also been raised during this consultation process and further details can be supplied as a condition of this application. No further Road Safety issues were raised in connection to the new development proposals.

In-curtilage parking is being provided in accordance with the Tees Valley Design Guidance for 3 bedroomed properties (two spaces per property) and is acceptable.

There is a frequent bus service along Woodlands Road which will adequately serve the new development with the nearest bus stops on Woodland Road within 400 of the application site. The site is also close to an advisory cycle route on Willow Road, connecting traffic to traffic free cycle routes.

The Council's Highways Engineer and Sustainable Transport Officer have raised no objections to the proposed development.

### **Surface water and flood risk**

Policy CS16 (Protecting Environmental Resources, Human Health and Safety) of the Core Strategy states that new development will be focussed on areas of low flood risk (Flood Zone 1) and it should comply with national planning guidance and statutory environmental quality standards relating to risk from surface water runoff, groundwater and sewer flooding.

The site is on the edge of Flood Zone 2 but within Flood Zone 1. In such circumstances, the Environment Agency has confirmed that the proposal falls outside of their remit for providing advice and comments.

It is expected that the foul drainage will be connected to the Public Combined Sewer and surface water drainage will connect to the existing surface water sewer to the south of the site but Northumbrian Water has requested that a condition is imposed to secure a scheme for the disposal of foul and surface water.

### **Land contamination**

The southern part of the site was formerly occupied by Drivers Filling Station with up to seven underground tanks and the central part of the site by Ruck Engineering Ltd with an above ground diesel tank.

The planning application has been supported by appropriate Geotechnical assessments and a Reclamation Method Statement which have been reviewed by Environmental Health and an independent consultant on behalf of the Council. The Contamination and Geotechnical Assessment report refers to a number of previous site investigations carried out on the site between 2004 and 2014. Previous investigations proved elevated concentrations of hydrocarbons on the central and southern parts of the site. A hydrocarbon plume was also identifiable within the permeable sand strata but this has decreased below the analytical detection limit between 2005 and 2014, and is assumed to have naturally dispersed and attenuated over the last ten year

period since monitoring commenced. The interlayered nature of the clay and sand units appears to have restricted the movement of the shallow groundwater onsite and off-site migration.

The conceptual model identifies that remediation is required and the Revised Reclamation Method Statement proposes the following:

- Removal of relic structures including all foundation, service ducts and pipework etc.
- Installing a clean cover solution beneath the garden and landscaped areas comprising a 0.3m capillary break layer in the southern area only and a 0.6m thick clean soil cover to all areas of the site.
- Concrete protection for in ground-structures.
- Gas protection measures in buildings to mitigate soil gas and a vapour barrier.

On completion of the reclamation/remediation works verification will be carried out and a completion report will be submitted. It has been confirmed that the FWS Contamination and Geotechnical Assessment is acceptable but in relation to the Revised Reclamation Method Statement concerns were raised regarding the proposal to only install a capillary break layer in the southern part of the site. Hydrocarbon contamination was also identified in made ground and shallow soils on the central part of the site, so it is unclear why a capillary break layer was not proposed in this area too. However following further discussions, it has been concluded that a capillary break layer is not required in the central/ northern section of the site due to no free phase hydrocarbons being reported in this area during the subsequent 2014 investigations and the fact that the location of the former hydrocarbon hotspot is located under car parking and hard standing with no landscaping or garden areas. Environmental Health and their consultants have accepted the explanation put forward and recommended the imposition of appropriate planning conditions.

### **Design and Layout**

Policy CS2 (Achieving High Quality, Sustainable Design) of the Core Strategy includes provision that new development should reflect or enhance Darlington's distinctive nature; create a safe and secure environment; create safe, attractive, functional and integrated outdoor spaces that complement the built form; and relate well to the Borough's green infrastructure network

Policy E14 (Landscaping of Development) of the Local Plan states the new development will be required to incorporate appropriate hard and soft landscaping which has regard to the setting of the development in its form, design and plant species and which enhances the appearance of the development and its setting.

The development comprises 2.5 storey three storey bed dwellings with a bedroom in the roofspace resulting in dormer windows in the front facing roof slopes. The dwellings on the southern boundary of the site are orientated to front onto Woodland Road as a continuation of the street scene and form a positive spatial relationship with the adjacent existing dwellings at the entrance to the site. Each dwelling in the development has a small front garden and private amenity space to the rear and the shared surfaces and external pedestrian areas are all overlooked so users are in a safe and secure environment. The palette of materials are a mix of brick, artstone and render and grey slate roof tiles. A 1.8m high timber fence would enclose the rear gardens and a 1.2m high timber fence would delineate between the development and the adjoining Club House land in the south west corner.

The landscaping scheme would need to be secured by a planning condition.

The overall design and layout of the development is considered to be acceptable and would accord with the guidance contained within the Council's adopted Supplementary Planning Document on Design for New Development.

### **Residential Amenity**

Policy CS16 (Protecting Environmental Resources, Human Health and Safety) of the Core Strategy seeks to ensure that new developments do not harm the general amenity and health and safety of the local community which echoes one of the core principles of the NPPF which seeks to secure high quality design and good standards of amenity for all existing and future occupants of land and buildings.

The proximity distances between existing and proposed dwellings that need to be met are contained within the Council's adopted Design SPD.

The eastern boundary of the site mainly adjoins the rear gardens of traditional semi detached dwellings in Newlands Road. The gardens are not particularly extensive and they are enclosed by a mix of fencing and hedges and they currently enjoy a good degree of privacy due to the trees and hedges in the application site which would be removed to facilitate the development.

Due to the realignment of the internal highway layout, the proposed dwellings that face the rear elevations and gardens of Newlands Road have been repositioned a further 0.5m away. Sectional plans that have been submitted with the planning application indicate that the proximity distance between the new dwellings and those on Newlands Road is approximately 23m to 24m with the existing dwellings being located on a ground level that is elevated above the application site. As a result of the difference in ground levels the dormer windows within the front elevation of the new dwellings would be at a similar height to the first floor windows of the existing dwellings and the separation distance is considered to be acceptable and will not lead to any significant loss of privacy.

The dwellings to the north on Willow Road are located on land that is significantly higher than the application site and the proximity distance between the new and existing dwellings is in excess of 38m which is also acceptable.

Squires Court on the opposite side of Woodland Road is approximately 24m from the front elevation of the new dwellings on the south boundary of the site and the spatial relationship between these dwellings and those to the east of the entrance are considered to be acceptable and will not lead to any adverse loss of privacy conditions.

The sectional plans show that the existing dwellings will be on a higher ground level than the application site resulting in the overall height of the new dwellings will be lower than the existing properties. The dwellings are split into small blocks of two, three and four properties rather than being a continuous terrace (apart from the five dwellings on the Woodland Road frontage) which will reduce the visual bulk of the buildings and it is considered that this proposal will not have an overbearing impact on the neighbouring dwellings which was the refusal reason associated with the previous submission for three storey apartment blocks on the site.

The comings and goings of persons associated with this development will not have an adverse impact on the neighbouring dwellings and garden areas despite the parking spaces being located alongside the shared boundary and the front entrances of the dwellings facing Newlands Road.

The planning application has been accompanied by Noise Assessments and a letter from the Secretary of Cockerton Band and Musical Institute. The Assessment involved the measurement of existing noise levels at four locations on the site considered to be most exposed to noise, in looking to establish whether the appropriate noise levels, as detailed in relevant guidance will be achieved for internal and external spaces. The main noise sources at the development site are road traffic from the A68 and activities associated with the adjacent Cockerton Band and Musical Institute (entertainment noise, noise from external mechanical services, vehicle movements).

In relation to the daytime period the assessment predominantly focusses on noise from road traffic (from the A68) and any impacts on external garden areas. Noise readings from Location 1 were used as this is around the same distance from the road as the rear gardens of the proposed dwellings closest to the road (Plots 1-5). The assessment concludes that noise in garden areas will be below 55dB LAeq in accordance with BS8233 across the site (and below 50dB LAeq in many cases), with mitigation in the form of an acoustic fence (1.8m high acoustic lapped/close boarded fence) which is only considered necessary at either end of the row of houses Plots 1-5. Gardens of dwellings further into the site will require no specific mitigation as they will be screened more by intervening buildings and are further from the road. In relation to noise from road traffic and internal noise levels (day and night) the noise assessment concludes that based on certain building envelope specifications (walls, roof) and glazing and ventilation configurations relevant noise levels will be met. The proposed 1.8m close boarded fence around the entire site boundary which will further reduce any impact.

In relation to noise associated with Cockerton Band and Musical Institute the most recent noise measurements (June 2017) were taken on a Friday and Saturday when there was an entertainment event in Club (band with amplified sound system) in looking to represent worst case. The previous noise assessment (2014) had found the dominant route for music noise egress from the concert hall to be from vents in the wall and this was a potential option for mitigation to be agreed with Club management. Some remedial works have now been carried out on the club (including bricking up of ventilation openings that allowed music break out) and the current assessment details that music egress is much reduced and it is established that there was no significant influence from music noise on the measured sound levels (masked somewhat by prevailing traffic noise). The degree of impact on the proposed development is within suitable limits to protect residential amenity based on the same building envelope specifications considered previously.

The report goes on to provide some discussion/assessment of noise from mechanical services which is considered mainly in relation to the night-time period as this is when the background noise level is lower and there is greater potential for an adverse effect given that this plant operates into the night. Previously recommended work has now also been done in relation to the plant (confirmed in a letter from Secretary of premises), which included the replacement of cooling fan units with new quieter ones which switch off automatically at the end of service, as well as the replacement and relocation of the floor mounted compressor. The assessment concludes that noise from plant would have a low impact in accordance with BS4142 which is likely to be even lower given the recommended works that have now been carried out.

In summary the assessment concludes that following some remedial works to the adjacent club premises and with certain mitigation measures (relatively standard), suitable noise levels will be achieved (in accordance with the guidance) in relation to internal and external spaces during relevant daytime and night-time periods.

It is proposed that the site will be enclosed by a 1.8m high close boarded fence and some of the objections raised by occupiers on Newlands Road is that their rear gardens which are at a higher level than the application site have a history of land slipping from their gardens into application site and that a close boarded fence would not be sufficient. The applicant has been made aware of the concerns. The new fencing would be positioned against any existing fencing and they are confident that this form of enclosure will be acceptable and would not lead to any landslips. Furthermore, if the proposed development effects the neighbouring gardens during the construction phase, that would be a civil matter between the developer and the neighbouring occupier.

In relation to lighting, the location of any external lights will have to have regard to light spill and glare on neighbouring property but also the level of illumination will need to be appropriate from an ecological point of view as well, which would be secured by a planning condition.

The proposal is considered to be acceptable in residential amenity terms.

### **Ecology**

Policy CS15 (Protecting and Enhancing Biodiversity and Geodiversity) of the Core Strategy states that the protection, restoration, extension and management of the Borough's biodiversity and geological network will be delivered to help achieve the target level of priority habitats and species set out in the UK and Durham Biodiversity Action Plans by measures including by ensuring that new development would not result in any net loss of existing biodiversity value by protecting and enhancing the priority habitats, biodiversity features and the geological network through the design of new development, including public and private spaces and landscaping.

Paragraph 170 of the NPPF states that the planning system should contribute to and enhance the natural and local environment by; protecting and enhancing valued landscapes, sites of biodiversity or geological value, recognise the wider benefits of ecosystems services; and, minimising impacts on biodiversity and providing net gains in biodiversity where possible, and remediate and mitigate despoiled, degraded, derelict and contaminated land, where possible.

The Ecology Report in support of the planning application states that the trees will provide potential roosting and foraging opportunities for bats and a small number of locally common birds are likely to nest within the scrub and use the remainder of the site for foraging purposes. Due to the site being separated from the nearby Beck by the A68 and housing it is considered very unlikely that any species such as badger or otter that use the watercourse would enter the application site. There are no water bodies on the site and no presence of great Crested Newts.

The site overall has local ecological value and the scheme will result in some ecological impacts. In order to mitigation for this loss, the Report highlights key mitigation measures and habitat enhancement measures (for example the provision of bird and bat boxes within trees, the use of native species in the landscape scheme, ecological external lighting) and these are considered to be acceptable and can be secured by planning conditions.

### **Impact on Trees**

Policy E12 (Trees and Development) of the Local Plan seeks to ensure that new development takes full account of trees and hedgerows on and adjacent to the development site. The layout and design of the development should wherever possible avoid the need to remove trees and hedgerows and to provide their successful retention and protection during development.

There are trees within and adjacent to the application site which are covered by a Group Tree Preservation Order dated 1952. There are also trees within the site which are not covered by an Order. The remainder of the site was until recently overgrown with a variety of scrub and shrubs.

A Tree Report in support of the application indicates that six trees and a Group of self-seeded trees and shrubs will need to be removed to facilitate the development. One of the trees is an Oak tree that needs to be removed for health and safety reasons.

A Silver Birch tree on the Woodland Road frontage would need to be removed in order to build the dwellings. This tree is not considered to be covered by a preservation order and it has low amenity value.

There is a Sycamore tree located on the north boundary of the site which is not covered by a preservation order. The Council's Senior Arboricultural Officer has advised that this tree is in reasonable health and condition and he has advised that the tree could be worthy of a tree preservation order. Having viewed the site from the surrounding streets, there are only restricted views of this tree between some of the dwellings on Newlands Road and Willow Road and the car park of the Surgery. Due to the limited amenity value that this tree has, which is one of the criteria that a tree must fulfil to be worthy of protection, Officers do not consider it to be worthy of an order and it can be removed to facilitate this development. This was also agreed when the previous scheme to develop the site was being considered.

Three of the six trees to be removed are covered by a tree preservation order and they have been highlighted to be removed as they would be sited very close to the proximity of the proposed dwellings. These trees are a Lime, an Oak and a Sycamore tree and they are highlighted as being Category A trees located to the south of the Club building. The Council's Senior Arboricultural Officer has confirmed that the trees are in reasonable condition and he has expressed strong concerns over their removal but if the application was to be approved he has recommended appropriate protection measures are put in place for the retained trees.

The preserved trees that would be lost are exactly the same as those that would have been lost as part of the previous scheme for the flatted development and that planning application was not refused by Members for this reason. This site would be very difficult to develop without resulting in the loss of trees and whilst tree removal is never ideal, on balance, these are considered to be very exceptional circumstances whereby the loss of the three trees that the Council's Arboricultural Officer has raised concerns about, has to be accepted in order to achieve the redevelopment of this site that has been vacant and overgrown for many years resulting in it having an adverse impact on the character and appearance of the locality and the Conservation Area and being a potential attraction for antisocial behaviour.

The amenity value of the unprotected Sycamore tree is not considered to be high enough to be worthy of a preservation order and there are other existing mature trees on the Woodland Road frontage (those retained within the development site and others within the grounds of the Club) that provide extensive tree coverage for the locality and it is considered that the loss of the preserved trees would not significantly harm the character and visual appearance of this tree lined area.

A landscaping scheme for the site has been submitted which consists of the planting of ornamental native trees, ornamental shrub planting and native shrub planting. The landscaping scheme is considered to be acceptable provided that any new trees that are planted are of a 16cm girth and containerised or air potted.

In order to gain access to the root protection areas of some of the retained trees, ground protection measures will be required which will provide both a working area and space for scaffolding and allow access around the buildings. Furthermore, protective barriers will be erected around all retained trees. Whilst no visual signs were found to indicate the presence of bats, caution must be exercised and an assessment for bats will be carried out prior to any tree works. Also, where possible tree works should be carried out in the period from August to the end of February in order to avoid bird nesting season unless an inspection find no nesting birds.

The tree works, methods statement and protection measures contained within the Tree Report can be secured by a planning condition.

### **Developer Contributions**

Under the provisions of the Council's adopted Supplementary Planning Document on Planning Obligations, a proposal of this scale would require 20% affordable units on site (two units) and planning obligations/financial contributions towards green infrastructure improvements; childrens play improvements and sport provision. The applicant advised that fulfilling these requirements would affect the viability of the scheme and the site being brought forward and developed and therefore the proposal has been the subject of an extensive viability assessment exercise involving the District Valuer (DV).

The DV advised Officers that the viability assessments submitted on behalf of the applicant shows that a scheme which fully complies with all the requirements of the aforementioned Planning Obligations SPD would not be viable but the DV also advised that in their opinion the following two options would still result in a viable development:

- A scheme of 18 market housing units and two onsite affordable units without any Section 106 contributions;
- A scheme of 20 market housing units and all Section 106 contributions but no affordable units on site

The applicant and their financial consultants do not fully agree with the response from the DV and continue to stand by their position on the viability of the scheme. However, following further discussions with Officers and in the interests of securing development on the site and addressing the impact that the site currently has on the Conservation Area, the applicant has confirmed that they will progress with the site with a reduced development margin (profit) and they can provide one onsite affordable unit within the scheme. The inclusion of one affordable unit would reduce the development margin to 17% which is below the industry recognised 20%. The applicant has advised that the inclusion of a second affordable unit would reduce the margin to a level which would make the development of the site too high risk and could not be supported by any developer.

The applicant has made enquiries with a number of Registered Providers and North Star have expressed an interest if the unit is secured by a planning condition.

Officers have considered the response from the applicant and also taken into account the history of this site. There have been a number of attempts to redevelop this site and it is clear that one of the obstacles that faces any developer for this site are the financial implications of the construction costs. If this was not the case, the site would not have been left vacant for over 15 years. As with any business venture, profit levels have to reach a certain level to incentivise a developer to take a risk of developing a site in the first place and whilst the accepted profit level

across the country is 20%, the applicants are committing to a developers profit of 17% on this site with one affordable unit on site.

The existing site is an important gateway to the Conservation Area and leaving the site derelict will continue to harm the appearance of the Area and the street scene potentially leading to attracting antisocial behaviour. The proposed development will greatly improve the appearance of the site and Conservation Area and redeveloping the site will add to the housing offer within the Borough.

Taking all of these matters into consideration, Officers consider that having one affordable unit on site is welcomed and is the more appropriate that securing financial contributions and is an acceptable outcome to these protracted discussions. The unit would be secured by a planning condition and there would be no requirement for a Section 106 Agreement in this instance.

### **Delivery**

One of the aims set out in the Interim Planning Position Statement is to significantly boost housing delivery over the next five years or so to meet the housing need identified by the Council. As a result, Officers have imposed a planning condition to ensure the development commences within a time period of 18 months from the date of the planning permission, which is consistent with recent decisions on housing applications.

### **SECTION 17 OF THE CRIME AND DISORDER ACT 1998**

The contents of this report have been considered in the context of the requirements placed on the Council by Section 17 of the Crime and Disorder Act 1998, namely the duty on the Council to exercise its functions with due regard to the likely effect of the exercise of those functions on, and the need to do all that it reasonably can to prevent crime and disorder in its area. It is not considered that the contents of this report have any such effect.

### **CONCLUSION**

The application site is within the development limits as defined by the Borough of Darlington Local Plan 1997 and therefore the general principle of the proposed development would accord with local development plan. The site is in a sustainable location and amendments have been made to the design of the buildings and the layout of the site following discussions with Officers in order to ensure that the development would not harm the significance of the heritage assets or have an adverse impact upon the local highway network.

The scheme is acceptable in residential amenity, ecological and flood risk and drainage terms. It is unfortunate that three protected trees would need to be removed to facilitate the proposed development but Officers considered that there are exceptional mitigating circumstances to accept the tree removal.

The scheme has been the subject of detailed viability assessments and the applicant is willing to progress with a reduced profit margin and to include one onsite affordable unit which has been accepted by Officers. The redevelopment of this prominent location will improve the visual appearance of the site and the wider Conservation Area and the scheme would contribute towards the Council's housing figures and number of affordable units in the Borough

### **RECOMMENDATION**

**THAT PLANNING PERMISSION BE GRANTED SUBJECT TO THE FOLLOWING CONDITIONS:**

**General**

1. The development hereby permitted shall be commenced not later than 18 months from the date of this permission  
REASON; In the interests of achieving an improved rate of housing delivery in the Borough
2. The development hereby permitted shall be carried out in accordance with the approved plans, as detailed below:
  - a) Drawing Number SD-2-.01 Rev A Proposed Floor Plans and Elevations
  - b) Drawing Number SD.10.02 Rev N Site Plan as Proposed
  - c) Drawing Number SD.10.03 Rev N Proposed Colour Layout
  - d) Drawing Number SD.10.04 Rev D Proposed Boundary Treatments
  - e) Drawing Number SD.10.05 Rev N Proposed Surface Treatments
  - f) Drawing Number SD.10.06 Rev D Edge Study – Proposed Sections
  - g) Drawing Number SD.40.01 Rev A Street Scenes
  - h) Drawing Number 584-PAR Location Plan

REASON – To ensure the development is carried out in accordance with the planning permission.

**Affordable Housing**

3. Prior to the occupation of any unit within the development, a scheme for the provision of one affordable housing unit shall be submitted to and approved in writing by the local planning authority. The provision will take the form of on-site provision in accordance with a scheme to be submitted and agreed in writing by the local planning authority. The scheme for the development shall include:
  - a) The timing of the construction of the affordable housing and its phasing in relation to the occupancy of the market housing;
  - b) A plan to show the location of the affordable unit within the scheme;
  - c) The arrangements for the transfer of the affordable housing to an affordable housing provider (or the management of the affordable housing) (if no RSL is involved);
  - d) The arrangements to ensure that such provision is affordable for both first and subsequent occupiers of the affordable housing;
  - e) The occupancy criteria to be used for determining the identity of occupiers of the affordable housing and the means by which such occupancy criteria shall be enforced;
  - f) The affordable housing shall be provided in accordance with the approved scheme and shall meet the definition of affordable housing in Annex 2 of the National Planning Policy Framework or any future guidance that replaces it.

Unless otherwise agreed by the Local Planning Authority  
REASON: To comply with Council Housing Policy.

**Materials**

4. No dwellings hereby approved shall be erected above damp proof course level until samples and details of the external materials to be used in the construction of those dwellings have been submitted to and approved in writing by the local planning authority. The development shall be implemented in accordance with the approved details.

REASON: In the interests of residential amenity

### **Highway**

5. No dwellings hereby approved shall be erected above damp proof course level until precise details the offsite highway works including: footways at the entrance of the shared drive, forming the proposed access junction and any tie in works i.e. footway widening, creation of car parking spaces and access for existing cottages and resurfacing in front of the existing cottages, the provision of tactile paving to the existing crossing island to improve pedestrian facilities and white lining works on Woodland Road to create a ghost island right turn facility and reinstating of footway to remove redundant vehicle access points on Woodland Road have been submitted and approved in writing by the Local Planning Authority. The development shall not be carried out otherwise than in complete accordance with the approved details and the works shall be completed prior to the occupation of the first dwelling

REASON: In the interests of highway safety

6. Prior to occupation of the first dwelling, the parking restrictions on Woodlands Road should be upgraded to include “No waiting, No Loading” restrictions and extended into Deneside Road. The development shall not be carried out otherwise than in complete accordance with the approved details.

REASON: In the interests of highway safety

### **Ecology**

7. The development hereby approved shall not be carried out otherwise than in complete accordance with the mitigation and recommendations contained within the document entitled “A Code for Sustainable Homes Assessment of Land at Cockerton, Darlington – Report No 5” dated January 2017 and produced by E3 Ecology Limited unless otherwise agreed in writing by the Local Planning Authority

REASON: In the interests of biodiversity

8. Notwithstanding the mitigation measures outlined in the document entitled “A Code for Sustainable Homes Assessment of Land at Cockerton, Darlington – Report No 5” dated January 2017 and produced by E3 Ecology Limited, the precise details of the bat and bird boxes and the lighting scheme for the development shall be submitted to and approved in writing by the Local Planning Authority prior to the construction of the first dwelling.

REASON: In the interests of biodiversity

9. There shall be no site vegetation clearance between 1st March to the 31st August unless an ecologist has undertaken a checking survey immediately prior to the clearance and confirms in writing to the Local Planning Authority that no active nests are present.

REASON: For the avoidance of doubt and in the interest of biodiversity and having regard to Part 11 of the National Planning Policy Framework.

### **Trees**

10. The development hereby approved shall not be carried out otherwise than in complete accordance with the document entitled "Arboricultural Impact Assessment for Trees on Land Adjacent to Woodland Road, Cockerton, Darlington – Revision E" dated March 2017 and produced by All About Trees. None of the following activities shall take place within the segregated protection zones in the area of any retained trees:

- (a) The raising or lowering of levels in relation to the existing ground levels;
- (b) Cutting of roots, digging of trenches or removal of soil;
- (c) Erection of temporary buildings, roads or carrying out of any engineering operations;
- (d) Lighting of fires;
- (e) Driving of vehicles or storage of materials and equipment.

REASON - To ensure that a maximum level of protection in order to safeguard the well being of the trees on the site and in the interests of the visual amenities of the area.

### **Landscaping**

11. No dwellings hereby approved shall be erected above damp proof course level until a landscaping scheme has been submitted to, and approved in writing by the Local Planning Authority and, upon approval of the scheme, it shall be fully implemented concurrently with the carrying out of the development or within such extended period as may be agreed in writing by the Local Planning Authority. All new trees within the landscaping scheme shall be 16cm girth in containers and air potted and thereafter any trees or shrubs removed, dying, severely damaged or becoming seriously diseased shall be replaced, and the landscaping scheme maintained for a period of five years to the satisfaction of the Local Planning Authority.

REASON - In the interests of the visual amenities of the area.

### **Contamination**

12. Any contamination not considered in the FWS Revised Reclamation Method Statement 1835OR04/25 January 2017, but identified during subsequent construction/remediation works shall be subject to further risk assessment and remediation proposals agreed in writing with the Local Planning Authority and the development completed in accordance with any further agreed amended specification of works.

REASON - The site may be contaminated as a result of past or current uses and/or is within 250 metres of a site which has been landfilled and the Local Planning Authority wishes to ensure that the proposed development can be implemented and occupied with adequate regard to environmental and public protection

13. A Phase 4 Verification and Completion Report shall be compiled and reported by a "suitably competent person(s)", documenting the purpose, objectives, investigation and risk assessment findings, remediation methodologies and validation results obtained to demonstrate the completeness and effectiveness of all approved remediation works conducted. The Phase 4 Verification and Completion Report shall be submitted and agreed in writing with the Local Planning Authority within 2-months of completion of the development unless the Local Planning Authority dispenses with the requirement specifically and in writing. The development site or agreed phase of development site, shall not be occupied until all of the approved investigation, risk assessment, remediation and verification requirements relevant to the site (or part thereof) have been completed, reported and approved in writing by the Local Planning Authority.

REASON - The site may be contaminated as a result of past or current uses and/or is within 250 metres of a site which has been landfilled and the Local Planning Authority wishes to ensure that the proposed development can be implemented and occupied with adequate regard to environmental and public protection.

### Noise

14. The mitigation measures (noise) outlined in the Noise Assessment Report by Blue Tree Acoustics dated 2 November 2017 (reference 01861-250202) submitted with this application shall be implemented in full prior to the first occupation of the dwellings and thereafter shall be retained and maintained for the life of the development  
REASON: In order to protect the amenities of the future occupants of the development
  
15. Notwithstanding the mitigation measures outlined within the Noise Assessment Report by Blue Tree Acoustics dated 2 November 2017 (reference 01861-250202), no dwellings hereby approved shall be erected above damp proof course level until precise details of the acoustic fence to be installed have been submitted to and approved in writing by the Local Planning Authority. The details shall include the specification and construction of the fence (i.e. density, height, design) and its location. The development shall not be carried out otherwise than in complete accordance with the approved details and the fence shall be fully installed prior to the first occupation of the dwellings, and thereafter shall be retained and maintained for the life of the development  
REASON: In order to protect the amenities of the future occupants of the development
  
16. Notwithstanding the mitigation measures outlined within the Noise Assessment Report by Blue Tree Acoustics dated 2 November 2017 (reference 01861-250202), no dwellings hereby approved shall be erected above damp proof course level until precise details of the glazing specifications (including sound reduction performance) and acoustic trickle vents (including their acoustic performance (Dn,e,w) for all windows for habitable rooms on all dwellings have been submitted to and approved in writing by the Local Planning Authority. The development shall not be carried out otherwise than in complete accordance with the approved details and the measures shall be implemented prior to the first occupation of the dwellings, and thereafter shall be retained and maintained for the life of the development  
REASON: In order to protect the amenities of the future occupants of the development

### Construction Management Plan

17. Prior to the commencement of the development, a Construction Management Plan shall be submitted and approved in writing by the Local Planning Authority. The plan shall include the following:
  - a) Dust Assessment report which assesses the dust emission magnitude, the sensitivity of the area, risk of impacts and details of dust control measures to be put in place. The Dust Assessment report should follow the guidance contained within the Institute of Air Quality Management "Guidance on the assessment of dust from demolition and construction" February 2014.
  - b) Methods for controlling noise and vibration during the construction phase and should follow guidance contained within BS5228 "Code of Practice for noise and vibration control on construction and open sites" 2009.
  - c) Construction Traffic Routes.
  - d) Details of wheel washing.
  - e) Road Maintenance.

## f) Warning signage.

The development shall not be carried out otherwise in complete accordance with the approved Plan

REASON: In the interest of the highway safety and residential amenity

**Amenity**

18. Construction work shall not take place outside the hours of 08.00-18.00 Monday to Friday, 08.00-14.00 Saturday with no working on a Sunday and Bank/Public Holidays without the prior written permission from the Local Planning Authority

REASON: In the interests of residential amenity

19. If piled foundations are proposed, prior to the commencement of the development details of the piling method including justification for its choice, means of monitoring vibration and groundwater risk assessment if necessary in accordance with recognised guidance shall be submitted and agreed in writing by the Local Planning Authority. The development shall not be carried out otherwise than in accordance with the approved details

REASON: In the interests of residential amenity

**Drainage**

20. The development hereby approved shall not commence until a detailed scheme for the disposal of foul and surface water from the development has been submitted to and approved in writing by the Local Planning Authority in consultation with Northumbrian Water and the Local Lead 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 National Planning Policy Framework 2012

**THE FOLLOWING POLICIES AND DOCUMENTS WERE TAKEN INTO ACCOUNT WHEN ARRIVING AT THIS DECISION:****Borough of Darlington Local Plan 1997**

E2 - Development Limits  
S10 – Safeguarding the District and Local Centres  
E12 -Trees and Development  
E13 – Tree Preservation Orders  
E14 - Landscaping of Development  
T8 - Access to Main Roads

**Darlington Core Strategy Development Plan Document 2011**

Policy CS1 - Darlington's Sub Regional Role and Locational Strategy  
Policy CS2 - Achieving High Quality, Sustainable Design  
Policy CS4 - Developer Contributions  
Policy CS9 – District and Local Centres and Local Shops and Services  
Policy CS10 - New Housing Development  
Policy CS11 - Meeting Housing Needs  
Policy CS14 - Promoting Local Character and Distinctiveness  
Policy CS15 – Protecting and Enhancing Biodiversity and Geodiversity  
Policy CS16 – Protecting Environmental Resources, Human Health and Safety  
Policy CS19 - Improving Transport Infrastructure and Creating a Sustainable Transport Network

## **National Planning Policy Framework 2018**

### **Other Documents**

Design of New Development Supplementary Planning Document 2011

Supplementary Planning Document on Planning Obligations 2013

Interim Planning Position Statement 2016

### **INFORMATIVES**

#### **Highways**

The Developer is required to submit detailed drawings of the proposed off site highway works to be approved in writing by the Local Planning Authority and enter into a Section 278 agreement before commencement of the works on site. Contact must be made with the Assistant Director: Highways, Design and Projects (contact Mr S. Brannan 01325 406663) to discuss this matter.

The applicant is advised that contact be made with the Assistant Director: Highways, Design and Projects (contact Mrs. P. McGuckin 01325 406651) to discuss naming and numbering of the development.

Amendments to the existing street lighting may be required to cover the proposed access arrangements and contact must be made with the Assistant Director: Highways, Design and Projects (contact Mr. Martin Clarkson 01325 406652) to discuss this matter.

The applicant is advised that amendments will be required to the Traffic Regulation Orders and contact must be made with the Assistant Director: Highways, Design and Projects (contact Mr Chris Easby 01325 406707) to discuss this matter

#### **Contaminated Land**

The YALPAC Technical Guidance for Developers, Landowners and Consultants on Development of Land Affected by Contamination, Verification Requirements for Gas Protection Systems and Verification Requirements for Cover Systems provides further advice and information to assist in complying with the requirements of the land contamination planning conditions. The guidance can be found on the Council's website at the following link:  
<http://www.darlington.gov.uk/contlandplanningguidance>