

**DARLINGTON BOROUGH COUNCIL**  
**PLANNING APPLICATIONS COMMITTEE**

**COMMITTEE DATE:** 5<sup>th</sup> June 2019

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**APPLICATION REF. NO:** 19/00182/RM1

**STATUTORY DECISION DATE:** 14<sup>th</sup> June 2019

**WARD/PARISH:** BRINKBURN AND FAVERDALE

**LOCATION:** Site At Mount Pleasant Farm And Stag House Farm  
Newton Lane

**DESCRIPTION:** Reserved matters relating to details of access, appearance, landscaping, layout and scale for residential development comprising 464 no dwellings at Stag House Farm (Phases 1 - 5) pursuant to outline planning permission reference number 15/00450/OUT dated 31 October 2018 comprising approximately 1200 dwellings, residential and link roads, public open space, landscaping and drainage works together with education and playing fields

**APPLICANT:** Esh Homes Limited

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**APPLICATION AND SITE DESCRIPTION**

Outline planning permission was granted, subject to a Section 106 Agreement, in October 2018 (15/00450/OUT) for development comprising approximately 1200 dwellings, residential and links roads, public open space, landscaping, drainage works, playing fields and land set aside for education purposes on two adjoining parcels of agricultural land, namely:

- Approximately 22.1 hectares of land in the ownership of Darlington Borough Council at Stag House Farm to the west of Newton Lane; and
- Approximately 56.6 hectares of land in the ownership of, or otherwise under the control of, Bussey & Armstrong Projects Ltd at Mount Pleasant Farm, to the east and north-east of Newton Lane and west of Edward Pease Way.

The Section 106 Agreement secured the following in relation to both sites:

- Financial contributions towards bus stop provision, sustainable transport improvements, travel planning and childrens' play equipment;

- The provision of open space;
- The completion of the Newton Lane highways improvements prior to the occupation of any dwellings on either part of the site;
- Safeguarding of land within the Mount Pleasant Farm site for sports and education facilities for a period of 10 years;
- The number of dwellings limited to no more than 735 on the Mount Pleasant Farm site and no more than 465 on the Stag House Farm site.

This application seeks approval of those reserved matters of access, appearance, landscaping, layout and scale for the erection of 464 dwellings on the Stag House Farm site only. The principle of development cannot be revisited as part of this application. The proposed development would be constructed by two separate developers as follows:

- |                            |               |
|----------------------------|---------------|
| • Esh Homes Ltd            | 225 dwellings |
| • Barratt Homes North East | 239 dwellings |

A phasing plan has been submitted which indicates that the development would be built out in five phases (Esh Homes Phases 1, 2 and 4 and Barratts Phases 3 and 5). The proposed dwellings comprise a mix of 2, 3 and 4 bedroom properties with parking provision in the form of detached garages, integral garages and driveways.

Vehicular access to the site would be via a new roundabout on Newton Lane, although the wider includes the provision of a new link road running westwards from the roundabout at the southern end of Edward Pease Way joining the eastern side of the new roundabout on Newton Lane.

Details of the layout submitted with the application include the internal road network, a series of SUDs drainage ponds on the southern boundary, a landscape buffer along the boundary with the A1(M) and two landscaped open space corridors which dissect the site in an east west direction.

A separate application for the discharge of a number of conditions attached to the outline permission (19/00198/CON) insofar as they relate to the Stag House Farm site has been submitted and is currently under consideration. These conditions relate to technical matters such as materials, foul and surface water drainage details, archaeological investigation work, tree protection measures, ecological enhancement measures etc are dealt with as part of the discharge of condition application and do not fall to be considered as part of this reserved matters application.

The application site at Stag House Farm comprises land currently in agricultural use, primarily grazing land. This site is broadly triangular in shape and is bounded by Newton Lane to the east and north-east, the Barnard Castle Railway Path to the south, and the A1 (M) to the west. The topography of this area is generally level, with some minor gentle undulations. The farmhouse and buildings at Stag House Farm have recently been demolished (see Planning History). The land is divided into field parcels by established hedgerows which in places include interspersed mature trees.

## **Environmental Impact Assessment Requirements**

The Local Planning Authority considered the outline planning application against the Environmental Impact Assessment Regulations in force at the time (The Town and Country Planning (Environmental Impact Assessment) Regulations 2011). Following this assessment it was considered that the development for 1200 dwellings etc was not Environmental Impact Assessment development as, subject to appropriate mitigation measures, the development would not be likely to have significant effects on the environment by virtue of factors such as its nature, size and location.

The Local Planning Authority has once more assessed this current proposal against the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 and once more consider that the application is not Environmental Impact Assessment development.

**Application documents including Planning Statement, Design and Access statement, detailed plans, consultation responses, representations received and other background papers are available on the Darlington Borough Council website.**

### **PLANNING HISTORY**

The relevant entries are:

15/00450/OUT In October 2018 outline planning permission was GRANTED subject to a Section 106 Agreement for a development comprising 1200 dwellings, residential and link roads, public open space, landscaping and drainage works together with education and playing fields

19/00198/CON A planning application seeking part approval of details for Stag House Farm site only reserved by condition 3 (masterplan), 4 (Design and Access Statement Design Code), 5 (internal highways layout), 6 (details of link road), 7 (swept path analysis), 8 (car parking, secure cycle parking and storage details), 9 (highway works), 10 (road safety audit), 11 (travel plan), 13 (construction management plan), 14 (surface water drainage and management scheme), 15 (landscaping scheme for SuDs), 16 (disposal of foul and surface water scheme), 17 (programme of archaeological work), 18 (historic environment record), 20 (noise impact assessment), 28 (phase 1 preliminary risk assessment), 29 (phase 2 site investigation strategy) and 34 (enhanced bird and bat presence), 35 (maintenance and management plan for landscaped areas) is pending consideration.

18/00236/DD In May 2018 it was deemed that the Prior Approval of the Local Planning Authority was NOT REQUIRED for the demolition of Stag House Farm and associated buildings.

### **RESULTS OF CONSULTATION AND PUBLICITY**

Three letters of objection have been received following the Council's publicity exercises on the planning application. The comments can be summarised as follows:

- *There is only one entrance road into the estate which already services in the region of over 600 homes and is already under immense pressure with resident*

*traffic and even more so with the staff and visitor traffic to the West Park Hospital;*

- *Edward Pease Way is becoming dangerous for residents using this road on a regular basis and we are extremely concerned at plans to build even further dwellings that will also use this entrance road adding further traffic and hazards to residents;*
- *We have real concerns regarding the loss of green open spaces and environment;*
- *The plans also feature a spur road off the hospital approach road roundabout, which feeds into Edward Pease Way and this will cause even further traffic on a road which is already under pressure from too many vehicles speeding to the hospital, buses and no white lines;*
- *We believe the spur road will become a “rat run” for traffic accessing Newton Lane and this can only lead to even more potential traffic, noise, nuisance and inconvenience for West Park residents;*
- *Any new build will bring with it additional noise of building works and constant mud on the roads for years to come. Residents are already suffering with the current Bussey and Armstrong build which is causing its own issues;*
- *Why is the Council considering such a planning application that will cause more traffic, more pollution and has already netted at least five trees that have grown over 14 years, plus the hedgerow to stop birds and wildlife nesting, which I can only assume will be destroyed to make way for the new spur road;*
- *The access road is already dangerous due to the increasing number of houses being built on the West Park site. The parking along this road is made extremely dangerous due to the meetings held seemingly every week, sometimes several days in a week, at the Hospital at the end of the access road. There can be up to 40 + cars parked along the road, with only some of them belonging to residents.*
- *Added to this, the Hospital is the terminus for the No 19 Bus and I shudder to think how an ambulance or fire engine would, if needed, get through to the Hospital at the same time as a bus is squeezing past parked cars;*
- *The traffic in and out of the hospital is often travelling too fast and not stopping or slowing down when entering or leaving the Hospital area;*
- *The extra traffic will only exacerbate the congestion at busy times on West Auckland Road. The A68 is the only route into Cockerton and onwards into Darlington and out to the A66. It is grid locked now at rush hour and will be very much worse if hundreds more houses are built;*
- *I wish to draw attention to obstructions caused by parked cars on Edward Pease Way and the lack of a secondary school in the area.*

### **Consultee Responses**

The **Council’s Environmental Health Officer** has raised no objections to the proposed development

The **Council’s Ecology and Landscape Officer** has raised no objections to the proposed development

The **Council’s Highways Engineer** has raised no objections to the proposed development

The **Council’s Sustainable Transport Officer** has raised no objections to the proposed development

The **Council's Senior Arboricultural Officer** has provided advice on the proposed landscaping scheme. Whilst the principle of the proposals are acceptable, further agreement needs to be reached on the number, type and species of the trees to be planted within the scheme.

**Highways England** has raised no objections to the planning application

**Northern Gas Networks** has raised no objections

**Northern Powergrid** has raised no objections to the proposed development

## **PLANNING POLICY BACKGROUND**

The relevant national and local development plan policies are:

### **National Planning Policy Framework 2019**

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

E2 – Development Limits

E12 – Trees and Development

E14 – Landscaping of Development

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

CS1 – Darlington's Sub Regional Role and Locational Strategy

CS2 - Achieving High Quality Sustainable Design

CS14 – Promoting Local Character and Distinctiveness

CS15 - Protecting and Enhancing Biodiversity and Geodiversity

CS16 - Protecting Environmental Resources, Human Health and Safety

CS17 – Delivering a Multifunctional Green Infrastructure Network

CS19 - Improving Transport Infrastructure and Creating a Sustainable Transport Network

#### **Other Documents**

Supplementary Planning Document - Design for New Development

## **PLANNING ISSUES**

This application relates to the approval of reserved matters following the grant of outline planning permission (15/00450/OUT). The principle of developing this phase of the wider site for residential purposes has been accepted by way of the outline permission. Consideration of the application is therefore limited to those reserved matters of layout, scale, appearance and landscaping having regard to the following matters:

- Access
- Landscape and Visual Impact
- Residential Amenity
- Ecology
- Flood Risk and Drainage
- Other Matters

#### **Access**

A number of highway improvement works were secured as part of the outline planning application to mitigate against the impact of the development on both the local and

strategic highway network. These improvement works included a number of offsite highway works and the provision of a link road running westwards from the roundabout at the southern end of Edward Pease Way joining a new roundabout on Newton Lane. These works have developed through to the advanced design stage, with the roundabout and access roads now subject to a completed Section 38/278 Agreement prior to implantation. A planning condition to ensure no more than 600 dwellings are constructed until works to improve the junction of the A68 West Auckland Road and Edward Pease Way were completed was also attached to the outline planning permission. These improvement works have also now been completed.

Vehicular access to the Stag House Farm site is to be via a new roundabout on Newton Lane on the eastern side of the site, from which a central spine road will run in an east-west direction through the site. The new link road will run westwards from this roundabout at the southern end of Edward Pease Way joining the eastern side of the new roundabout on Newton Lane.

Full details of the internal highway layout have been provided in support of this reserved matters application. The central spine road running through the site is a key feature of the development strategy. This is a 7.3m wide carriageway with a 4.0m wide pedestrian/cycleway running alongside from the new roundabout on Newton Lane to the southern extents. This is suitable for the expected magnitude of development and the potential future link to additional housing/through route located to the south towards Staindrop Road (B6279).

The Highway Engineer has advised that the design of the internal highways layout of the respective phases accords with the adoptable standards of construction, geometry, junction spacing and visibility, and have suitable pedestrian and cycle links to the surrounding infrastructure. Car parking provision across the phases is also in general compliance with the Tees Valley Design Guidance, following some localised amendments to the parking arrangements serving a number of plots across the site. More detailed issues of highway design and layout are covered by planning conditions attached to the original outline permission, and will be dealt with through discharge of the appropriate planning conditions.

The Construction Management Plans submitted with the discharge of condition application states that the site will be accessed from Newton Lane from the east with construction traffic accessing from the A1(M), A68, Edward Pease Way, the new Link Road and Newton Lane. No construction traffic or delivery vehicles will be permitted to access the site from the south via Newton Lane and Cockerton. Similarly, no construction traffic will be permitted to park on public roads for loading or unloading purposes. Such activities will take place inside the site compound. A road cleaning regime will be in place along with wheel washing facilities.

Overall, the Council's Highways Engineer has no objections to the proposed layout.

A new bus stop would be provided on Newton Lane as part of the highway improvements which would be implemented early in the construction phase of the development. The future occupants will have early access to the bus stop and eventually as the development build out rate progresses, it would be the intention for a

bus operator to enter and loop around the site. Monies have been secured via the Section 106 Agreement attached to the outline approval for public and sustainable transport contributions. The Council's Sustainable Transport Officer has raised no objections on this basis.

Highways England has raised no objections to the planning application from a highway safety perspective.

### **Landscape and Visual Impact**

The outline planning permission was granted on the basis of an Indicative Masterplan and a Design and Access Statement which set out design principles for the development of the site which, for the Stag House Farm section, included the location of the residential areas, the position of SUDs basins on the south boundary, landscaped corridors running across the site, connectivity with the existing residential areas to the south, a landscaped linear park and bund on the west boundary with the A1(M) and access into the site via a new roundabout on Newton Lane and a link road from Edward Pease Way.

The proposed development comprises two and 2.5 storey properties which are a mix of detached, semi detached and terraced dwellings. The appearance of the dwellings are suitably varied with respect to roof forms, materials, detailing, design, contributing to high quality design and promoting legibility throughout the development. Amended plans have been submitted to revise the roof design of the dwellings located within the Barrett's phases of the development.

The rear gardens of the dwellings would primarily be enclosed by 1.8 high close boarded fencing with a few properties having 1.8m high brick walls and gates. The front gardens are either open plan or are enclosed by 1m high hedges. The means of enclosure to the front of the dwellings that are positioned along the new roundabout and main access road would be 1.2m high wrought iron railings.

The dwellings on the western edge of the site are orientated to address the A1 (M) with private amenity areas to the rear. A 50 metre wide landscaped mound adjacent to the western site boundary would provide a visual barrier between the application site and the A1 (M). The bund will be approximately 2m high with a 2m high acoustic willow fence running through the centre of this landscaped area.

The new dwellings located alongside the SUDs basins, the landscaped corridors and the linear park and bund are orientated to face onto these public areas to give natural surveillance. The dwellings on the east boundary are predominately orientated to front onto Newton Lane to create a street frontage along this highway. Albeit behind new planted hedgerows and trees.

A distributor road leads off the new roundabout on Newton Lane and loops around the central section of the site with a network of residential roads and cul de sacs leading from it. The proposal also includes pedestrian links to the Barnard Castle Railway Path to the south of the site via footpath links and bridge crossings over the SUDs basins which will provide connectivity to the existing housing areas to the south. There would

be footpath links directly onto Newton Lane from the two landscape corridors that dissect the site and at a three additional points in the housing layout.

The application site has been the subject of an arboricultural site survey which identified 46 trees including one group within the development area. These trees are either field boundaries within the site and some are located on the Newton Lane boundary. The trees are identified, within the survey, as being a mix of mature and over mature species. The survey identifies the trees are being 28 Category B (moderate quality) trees; 7 Category C (low quality) trees with 11 trees being Category U (a condition that they cannot be realistically be retained as living trees). None of the existing trees are covered by a tree preservation order.

In order to facilitate the proposed housing development, all of the surveyed trees would be removed. Sections of hedgerows forming field boundaries within the site and located alongside a section of Newton Lane would be removed to facilitate the housing development and the Newton Lane improvement works.

An extensive landscaping scheme has been submitted which proposes the planting of approximately 500 trees and new native hedging within front gardens, areas of open space and around the landscaped bund and SUDs basins. The replacement trees would be a mix of extra heavy standards, heavy standards and ornamental trees. The planting scheme also involves wildflower and species rich grass seeding in areas such as the public open spaces, SUDs basin and landscaped bund. New hedging and trees would be planted between the new dwellings and the upgraded highway on the edge of Newton Lane.

The Council's Arboricultural Officer has no objection to the proposed landscaping scheme in principle but further discussions are required to agree the appropriate tree species and locations within the overall scheme. The applicant is agreeable to the imposition of an appropriate planning condition.

In conclusion, the details of the proposed development relating to layout, scale, appearance and landscaping are in broad compliance with the design principles set out in the Masterplan and promote a high quality design that responds appropriately to the character of the area, in accordance with Policy CS2 (Achieving High Quality, Sustainable Design) of the Core Strategy, the Design SPD and paragraph 127 of the National Planning Policy Framework.

### **Residential Amenity**

Officers consider, given the scale, position and orientation of the proposed dwellings, and the degree of separation between properties, that the proposal would not result in harm to the amenity of future occupiers of the proposed dwellings. Due to the separation distances proposed, there are no existing dwellings that are directly affected by the redevelopment of this site in terms of outlook, loss of light or overlooking.

Construction Management Plans for the site submitted in connection with the discharge of condition application state that working hours will be restricted to 0800 to 1800 Monday to Friday; 0800 to 1300 Saturdays with no working on Sundays and Bank Holidays. Delivery vehicles will access and exit the site from 0730 to 1830 Monday to



Friday and 0730 to 1330 on Saturdays only. The Plan also includes measures for controlling dust, noise and vibration from the site.

As part of the original outline planning application a planning condition was imposed to ensure that Noise Impact Assessment was submitted at Reserved Matters stage in order to demonstrate that based on the finalised site layout, suitable noise levels in accordance with the relevant guidance would be achieved (internally and externally) taking into account location, orientation and design of the dwellings. The Noise Assessment submitted at outline stage assessed noise on the site from what was considered to be worst case receptor locations and concluded (based on worst case) that with mitigation suitable internal and external noise levels in accordance with relevant guidance could be achieved across the site in relation to protecting residential amenity.

The Noise Assessment Report submitted with this reserved matters application demonstrates that the levels shown to be achieved at the outline stage (relevant guidance levels) are achievable, based on the final site layout and the Council's Environmental Health Officer is satisfied that noise can be mitigated and reduced to a minimum so as not to give rise to a significant adverse impact on health and the quality of life of future occupants of the development (in accordance with the NPPF, 2019). The conceptual Masterplan submitted with the outline application is very similar to the Phasing Plans submitted with this application in relation to the areas proposed for residential development and distances/locations of these areas in relation to the noise sources influencing the site.

The proposed development would therefore be in accordance with the Policies CS2 and CS16 of the Core Strategy, the Design of New Development Supplementary Planning Document, and paragraph 127 of the National Planning Policy Framework.

### **Ecology**

The outline planning application considered the ecological value of the wider development site and the potential impacts of redeveloping the site for residential purposes. In relation to the Stag House Farm site, the surveys which were submitted at that time indicated that bats were potentially present in the area, hedgerows within the site were species poor and predominately unmanaged and the species rich hedgerows had biodiversity level at a local scale. A survey for bird species concluded that it was the northern section of the development site, not Stag House Farm which had the highest utilisation by birds.

A Preliminary Ecological Appraisal (2018), Bird Appraisal Report (2018) and Bat Emergence/Return Survey (2018) submitted as part of the discharge of condition application provide updates on previous surveys carried out in 2014 to support the outline application. These updated surveys reaffirm that the Stag House Farm site is of low ecological value and concludes that the proposed development will have no significant ecological impacts, subject to appropriate ecological mitigation measures identified in these updated surveys and secured by the relevant planning condition.

As detailed previously, an extensive landscaping scheme is proposed throughout the site, including the landscaped bund and SUDs basin area to include a mix of heavy

standard and standard native trees, ornamental trees, native hedges, and wildflower planting areas. The scheme includes 20 bat boxes and 24 bird boxes being incorporated into the buildings which are interspersed throughout the development but primarily of dwellings in close proximity to the open space and SUDs basins.

The Council's Ecology and Landscape Officer has raised no objections to the proposed landscaping scheme and the enhancements from an ecological perspective.

### **Flood Risk and Drainage**

The site lies within Flood Zone 1, which has a low probability of flooding. The proposed development includes the provision of a series of SUDs basins on the southern edge of the site. The majority of the surface water drainage system will be offered for adoption to Northumbrian Water with the SUDs basin maintained by a management company. The precise details of the drainage systems would be agreed in conjunction with the Local Lead Flood Authority, Northumbrian Water and the Environment Agency.

### **Other Matters**

One of the objections relates to the lack of a secondary school in the area. The need for the provision of educational facilities was considered at the outline planning application stage. Five hectares of land within part of the Mount Pleasant Farm element of the larger development site has been set aside for a time period of ten years for a potential new school, if one is required.

### **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 proposed details in respect of layout, scale, appearance and landscaping, are considered to be acceptable and in accordance with the relevant policies as set out above.

### **RECOMMENDATION**

THAT RESERVED MATTERS RELATING TO ACCESS, APPEARANCE, LANDSCAPING, LAYOUT AND SCALE BE APPROVED SUBJECT TO THE FOLLOWING CONDITIONS:

1. Notwithstanding the details shown on the approved plans, precise details of the tree species, number and locations within the landscaping scheme shall be submitted to and approved in writing by the Local Planning Authority prior to the construction of the first dwelling. Upon approval of the scheme, it shall be 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. Thereafter any trees or shrubs removed, dying or 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 appearance of the site

2. The development hereby permitted shall be carried out in accordance with the approved plans, as detailed below:

- i. West Park, Darlington- Site Location Plan WP-SL-001
- ii. Proposed Site Plan 3829-10-01 P17
- iii. Infrastructure Plan WPD-S38-001 K
- iv. Public Open Space Plan WPD-PO-001 K
- v. Management Company Plan WPD-MC-001 C
- vi. Site Layout Plan SK/01 AC
- vii. Phasing Plan PH/01 T
- viii. Phase 1 WPD-PH-001 Q
- ix. Phase 2 WPD-PH-002 Q
- x. Phase 4 WPD-PH-004 M
- xi. Tree Removal Plan WP-TRP-001 B
- xii. Road Geometry 16T802-118 T4
- xiii. Proposed Highways Parking Plan 3829-10-02 P9
- xiv. Highways GA Plan 17T2246-110P3
- xv. Highways GA Plan 1 17T2246-111P4
- xvi. Highways GA Plan 2 17T2246-112P7
- xvii. Highways GA Plan 4 17T2246-113P7
- xviii. Highways GA Plan Central 17T2246-114P7
- xix. Northern Refuse Vehicle Swept Path Analysis 17T2146-100P3
- xx. Central Large Arctic Vehicle Swept Path Analysis 17T2246-101P2
- xxi. Central Bus Vehicle Swept Path Analysis 17T2246-102P2
- xxii. Southern Refuse Vehicle Swept Path Analysis 17T2146-103P2
- xxiii. Road Details 1 17T2246-115P2
- xxiv. Road Details 2 17T2246-116P1
- xxv. Road Details 3 17T2246-117P2
- xxvi. Road Longsection Phase 1 17T2246-118P2
- xxvii. Road Longsection Phase 2 & 4 17T2246-119 P6
- xxviii. Bus Stop Details Type 1 17T2246-120P1
- xxix. Bus Stop Details Type 2 17T2246-121P1
- xxx. Kerbing, Surfacing, Signage & Lining Details Overall 17T2246-123P1
- xxxi. Kerbing, Surfacing, Signage & Lining Details Phase 1 17T2246-124
- xxxii. Kerbing, Surfacing, Signage & Lining Details Phase 2 17T2246-125P1
- xxxiii. Kerbing, Surfacing, Signage & Lining Details Phase 4 17T2246-126P1
- xxxiv. Kerbing, Surfacing, Signage & Lining Details Central Road 17T2246-127 P1
- xxxv. Link Road & Phase 4 Road 7 Longsections 17T2246-128P4
- xxxvi. Tactile Paving Details 17T2246-129P1
- xxxvii. West Park Parking Schedule REV B D
- xxxviii. Arundel Ground Floor Plan AR-WP-10 B
- xxxix. Arundel First Floor Plan AR-WP-20 A
- xl. Arundel Front Elevation AR-S-50 F
- xli. Arundel Rear Elevation AR-S-51 D

- xlii. Arundel Left Side Elevation AR-S-52 C
- xliii. Arundel Right Side Elevation AR-S-53 B
- xliv. Durham Ground Floor Plan DH-WP-10 B
- xlv. Durham First Floor Plan DH-WP-20
- xlvi. Durham Front Elevation DH-S-50 F
- xlvii. Durham Rear Elevation DH-S-51 E
- xlviii. Durham Right Side Elevation DH-S-52 E
- xlix. Durham Left Side Elevation DH-S-53 E
- I. Ely Ground Floor Plan EL-WP-10MT A
- ii. Ely Ground Floor Plan EL-WP-10SD
- iii. Ely First Floor Plan EL-WP-20
- iiii. Ely Left Side Elevation Plan EL-S-53
- v. Ely Front Elevation Plan EL-S-54MT B
- vi. Ely Front Elevation Plan EL-S-54SD
- vii. Ely Rear Elevation Plan EL-S-55 A
- viii. Ely Right Side Elevation Plan EL-S-56 B
- ix. Lancaster Ground Floor Plan LA-WP-10 C
- x. Lancaster First Floor Plan LA-WP-20 A
- xi. Lancaster Front Elevation LA-S-54 A
- xii. Lancaster Rear Elevation LA-S-55 E
- xiii. Lancaster Right Side Elevation LA-S-56 A
- xiv. Lancaster Elevation LA-S-57 B
- xv. Larch Ground Floor Plan LR-WP-10 C
- xvi. Larch First Floor Plan LR-WP-20 B
- xvii. Larch Front Elevation LR-S-50 C
- xviii. Larch Rear Elevation LR-S-51 A
- xix. Larch Right Side Elevation LR-S-52
- xx. Larch Left Side Elevation LR-S-53
- xxi. Lichfield Ground Floor Plan LD-WP-10 B
- xxii. Lichfield First Floor Plan LD-WP-20
- xxiii. Lichfield Front Elevation LD-S-50 D
- xxiv. Lichfield Rear Elevation LD-S-51 E
- xxv. Lichfield Right Side Elevation LD-S-52 D
- xxvi. Lichfield Left Side Elevation LD-S-53 D
- xxvii. Lincoln Ground Floor Plan LN-WP-10 B
- xxviii. Lincoln First Floor Plan LN-WP-20
- xxix. Lincoln Front Elevation Plan LN-S-53 A
- xxx. Lincoln Rear Elevation Plan LN-S-51 B
- xxxi. Lincoln Side Elevation Plan LN-S-52 A
- xxxii. Norwich Ground Floor Plan NO-WP-10 D
- xxxiii. Norwich First Floor Plan NO-WP-20 A
- xxxiv. Norwich Front Elevation Plan NO-S-51D
- xxxv. Norwich Rear Elevation Plan NO-S-55 E
- xxxvi. Norwich Side Elevation Plan NO-S-50 D
- xxxvii. Peterborough Ground Floor Plan PT-WP-10 C
- xxxviii. Peterborough First Floor Plan PT-WP-20
- xxxix. Peterborough Second Floor Plan PT-WP-25 B
- xl. Peterborough Front Elevation Plan PT-S-50 F
- xli. Peterborough Rear Elevation Plan PT-S-51 E

- xc. Peterborough Side Elevation Plan PT-S-52 B
- xcii. Ripon Ground Floor Plan RI-WP-10 B
- xciii. Ripon First Floor Plan RI-WP-20 A
- xciv. Ripon Rear Elevation Plan RI-S-51 A
- xcv. Ripon Right Side Elevation Plan RI-S-53 A
- xcvi. Ripon Front Elevation Plan RI-S-54 D
- xcvii. Ripon Left Side Elevation Plan RI-S-55 A
- xcviii. Rochester Ground Floor Plan RO-WP-10 C
- xcix. Rochester First Floor Plan RO-WP-20
  - c. Rochester Front Elevation Plan RO-S-50 F
  - ci. Rochester Rear Elevation Plan RO-S-51 E
  - cii. Rochester Right Side Elevation Plan RO-S-52 C
  - ciii. Rochester Left Side Elevation Plan RO-S-53 C
- civ. Shrewsbury Ground Floor Plan SW-WP-10 C
- cv. Shrewsbury First Floor Plan SW-WP-20
- cvi. Shrewsbury Front Elevation Plan SW-S-50 E
- cvi. Shrewsbury Rear Elevation Plan SW-S-51 E
- cvi. Shrewsbury Right Side Elevation Plan SW-S-52 E
- cix. Shrewsbury Left Side Elevation Plan SW-S-53 E
- cx. Southwark Ground Floor Plan SK-WP-10 B
- cx. Southwark First Floor Plan SK-WP-20
- cxii. Southwark Rear Elevation SK-S-51 C
- cxiii. Southwark Right Side Elevation SK-S-52 A
- cxiv. Southwark Left Side Elevation SK-S-53 C
- cxv. Southwark Front Elevation SK-S-50 B
- cxvi. Westminster Ground Floor Plan WM-WP-10A
- cxvii. Westminster First Floor Plan WM-WP-20
- cxviii. Westminster Front Elevation WM-S-60 A
- cxix. Westminster Rear Elevation WM-S-70 A
- cxx. Westminster Left Side Elevation WM-S-80 A
- cxxi. Westminster Right Side Elevation WM-S-90 X
- cxxii. Leicester Ground Floor Plan LE-WP-10 A
- cxxiii. Leicester First Floor Plan LE-WP-20 B
- cxxiv. Leicester Front Elevation LE-S-60 A
- cxxv. Leicester Rear Elevation LE-S-70 A
- cxxvi. Leicester Left Side Elevation LE-S-80 A
- cxxvii. Leicester Right Side Elevation LE-S-90 A
- cxxviii. Winchester Ground Floor Plan WIN-WP-10B
- cxxix. Winchester First Floor Plan WIN-WP-20 B
- cxxx. Winchester Front Elevation Plan WIN-S-50 A
- cxxxi. Winchester Rear Elevation Plan WIN-S-51 B
- cxxxii. Winchester Left Side Elevation Plan WIN-S-52 D
- cxxxiii. Winchester Right Side Elevation Plan WIN-S-53
- cxxxiv. Single Garage Design WP-GD-001
- cxxxv. Twin Garage Design DRL-GD-002
- cxxxvi. Double Garage Design DRL-GD-001
- cxxxvii. Treble Garage Design WP-GD-004
- cxxxviii. Treble Garage Design WP-GD-005
- cxxxix. Alderney – Planning – Detached BH\_M\_2016\_H

- cxl. Derwent – Planning – Detached BH\_M\_2016\_H
- cxli. Kenley – Planning – Terrace mid BH\_M\_2016\_H
- cxlii. Kenley – Planning – Terrace end BH\_M\_2016\_H
- cxliii. Maidstone - Planning - Terrace mid BH\_M\_2016\_H
- cxliv. Maidstone – Planning – Terrace end BH\_M\_2016\_H
- cxlv. Moresby – Planning – Terrace end BH\_M\_2016\_H
- cxlvi. Moresby – Planning – Detached BH\_M\_2016\_H
- cxlvii. Palmerston – Planning – Terrace mid BH\_M\_2016\_H
- cxlviii. Palmerston – Planning – Terrace end BH\_M\_2016\_H
- cxlix. Radleigh – Planning – Detached BH\_M\_2016\_H
- cl. Windermere – Planning – Detached BH\_M\_2016\_H
- cli. Chester – DET – Front Gable Central – Planning GDT\_2016\_CL
- clii. Lutterworth DET Central Planning GDT\_2016\_cl
- cliii. Double garage BLDG2H6
- cliv. Single garage
- clv. Proposed Boundaries Refuse Plan 3829-10-03 P11
- clvi. Proposed Materials Plan 3829-10-04 P9
- clvii. Site Layout Elevational Treatments WPD-MF-001 B
- clviii. Site Section WPD-SS-01 C
- clix. Material Finishes Mood Board WPD-MB-001
- clx. Phase 1- Estate Road 2
- clxi. Phase 1- Estate Road
- clxii. Phase 1- Shared Drive & SuDS Area 2
- clxiii. Phase 1- Shared Drive & SuDS Area
- clxiv. Phase 1- Site Entrance
- clxv. Phase 2- Estate Road 2
- clxvi. Phase 2- Estate Road
- clxvii. Phase 4 Bund Construction- Year 1
- clxviii. Phase 4 Bund Construction- Year 5
- clxix. Material Finishes Mood Board WPD-MB-001
- clxx. Site Layout SK/01 AD
- clxxi. Landscape Strategy 1106\_100 B
- clxxii. Art Feature Type and Location 1106-SK01 A
- clxxiii. Landscape Management Plan 1106-R01
- clxxiv. Landscape Strategy- Whole Site 1106\_101 E
- clxxv. Indicative Detail SuDS Bridge 1 1106-120 C
- clxxvi. Indicative Detail SuDS Bridge 2 1106-121
- clxxvii. Indicative Detail SuDS Bridge 3 East Elevation 1106-122
- clxxviii. Indicative Detail SuDS Bridge 3 West Elevation 1106-123
- clxxix. Site Section WPD-SS-01 C
- clxxx. Woven & Mesh Green Barrier Project Profile
- clxxxi. Woven & Timber or mesh 120 G CE Data Sheet

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

**THE FOLLOWING POLICIES AND DOCUMENTS WERE TAKEN INTO ACCOUNT WHEN ARRIVING AT THIS DECISION:**

## **National Planning Policy Framework 2019**

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

E2 – Development Limits

E12 – Trees and Development

E14 – Landscaping of Development

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

CS1 – Darlington’s Sub Regional Role and Locational Strategy

CS2 - Achieving High Quality Sustainable Design

CS14 – Promoting Local Character and Distinctiveness

CS15 - Protecting and Enhancing Biodiversity and Geodiversity

CS16 - Protecting Environmental Resources, Human Health and Safety

CS17 – Delivering a Multifunctional Green Infrastructure Network

CS19 - Improving Transport Infrastructure and Creating a Sustainable Transport Network

### **Other Documents**

Supplementary Planning Document - Design for New Development