

Redcar and Cleveland Borough Council

Planning (Development Management)

APPLICATION NUMBER:	R/2024/0196/RMM
LOCATION:	LAND AT LOW GRANGE FARM SOUTH BANK
PROPOSAL:	Application for reserved matters approval (access, appearance, landscaping, layout and scale) for 396 dwellings and garages with associated access, landscaping and ancillary works pursuant to planning consent R/2014/0372/OOM

[Planning Application Details \(redcar-cleveland.gov.uk\)](http://redcar-cleveland.gov.uk)

APPLICATION SITE AND DESCRIPTION

Permission is sought for reserved matters application following outline planning permission R/2014/0372/OOM for 396 dwellings and garages with associated landscaping and ancillary works.

The application relates to land at Low Grange Farm, South Bank.

The wider application site covered by the outline permission comprises 32.2 hectares and was historically mainly agricultural land. To the north of the site is the A66 with the residential settlement of South Bank to the west. The south of the site is bound by the A1085 (Trunk Road). Also located on the Trunk Road to the west of the site is Low Grange District Centre which comprises of a Tesco food store and petrol filling station, five smaller retail units, a McDonalds, an Aldi foodstore and a Marston's Pub. The McDonalds, Aldi and Marston's Pub are accessed via a separate road to the Tesco store and retail units. The access to McDonalds, Adli and Marston Pub is included within the application site boundary and serves the phase 1 residential development currently under construction.

Throughout the transport documents and the indicative masterplan submitted with the outline application two access roads were shown, one from the A1085 (which is the existing access to McDonalds, Aldi, Marston Pub and the residential development) and one from the Church Lane Loop Road although access was reserved for future consideration. The access from the Trunk Road was agreed through the reserved matters application for the phase 1 residential development.

The residential development proposed as part of this reserved matters submission is the second phase of the wider redevelopment of the land at Low Grange Farm, following on from the first phase of development currently under construction by Miller Homes.

A range of semi-detached, detached and terraced properties are proposed with the schedule of accommodation as follows:

- 100 2 bed properties
- 173 3 bed properties
- 114 4 bed properties
- 9 5 bed properties

The proposed house types are mainly 2 storey with one house type proposed being 2.5 storeys in height.

The submitted Design and Access Statement describes the development as:

In line with the Design and Access statement prepared for Phase I and the outline approval, the development will comprise of 2 storey dwellings. This is appropriate with the existing dwellings in the surrounding area as well as taking into account the commercial scale buildings north of the site, thus complimenting the existing townscape.

Phase I of the development at Portside Village provides the dominant character in relation to this application with regards to the style of elevation and material application.

The housetypes utilised for Phase II have been developed to meet the latest Building Regulations requirements. A range of housetypes are proposed which differ to those on Phase I to address local need. The range of house types used across the development allows for varying roof lines and plot widths, with detached, semi-detached and some terraced plots.

A range of materials will be used throughout the development to create variation and interest along the streetscape. A carefully considered palette of materials that reflects the character of the surrounding area have been proposed to the individual housetypes as follows:

- Red, Red / Orange and Multi Brickwork
- Anthracite colour Roof Tiles
- Terracotta colour Roof tiles
- Brick heads and cills

The layout and street scenes have been carefully considered to allow for the integration of landscaping along the main routes to 'soften' the appearance of the overall development. At the edges of the development along Trunk Road, dwellings are set back from the road edge to allow for larger areas of landscaping with properties orientated to look out onto the open spaces

In terms of existing landscape features, there are a number of hedgerows and scattered trees across the site. None of the existing features are considered to be of any particular merit from a landscape perspective. A detailed Landscape Scheme has been prepared by Rosetta and submitted with the reserved matters application which includes a significant amount of new tree

and hedgerow planting across the site which will more than compensate for the limited loss of trees and hedgerow required to facilitate the development.

Access and parking is referred to in the submitted documentation as:

The proposed layout integrates the existing spine road provided within Phase I as the main access route / point to phase II of the development. An additional access point off Trunk Road will be installed for use following the completion of the 198th dwelling in phase 2, to complete the 'loop road' within the development site.

The main access / spine road has been designed in line with Local Highways requirements.

Pedestrian access will be provided from Trunk Road and from within Phase I along with potential pedestrian links from both from Uvedale Road and Marquand Road. the layout allows for future phases to be developed to incorporate existing PROW and cycle routes across the site.

The connection with the residential development to the west will facilitate and improve pedestrian links from Uvedale Road across the site in line with the aspirations of the planning policies for the area. This will also provide connection to the national cycle routes.

Internally pedestrian routes within Phase I are strengthened with the arrangement of footpaths within Phase II.

Dwellings are orientated to overlook access routes to help promote a good level of natural surveillance and active frontage within the development.

In curtilage parking is provided to all dwellings utilising parking spaces and integral / detached garages. The parking provision across the site is in line with local planning policy / guidance.

There will be no through traffic from the existing residential dwellings at Uvedale Road or Marquand Road to the northwest.

The application has been accompanied by a range of plans including layout and house types along with the following documentation;

- Archaeology Condition Covering Letter
- Design and Access Statement
- Energy and Sustainability Statement
- Noise Assessment and addendum
- Planning Compliance Statement
- Transport Assessment
- Arboricultural Impact Assessment
- Example Street Scenes
- Nutrient Assessment

- Nutrient Credit Analysis

DEVELOPMENT PLAN

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise.

NATIONAL PLANNING POLICIES

National Planning Policy Framework (NPPF)

REDCAR & CLEVELAND LOCAL PLAN (2018)

SD1 Sustainable Development
SD2 Locational Policy
SD3 Development Limits
SD4 General Development Principles
SD5 Developer Contributions
SD7 Flood and Water Management
LS1 Urban Area Spatial Strategy
H1 Housing Requirements
H2 Type and Mix
H3.1 Low Grange
H4 Affordable Housing
N1 Landscape
N2 Green Infrastructure
N3 Open Space Requirements
N4 Biodiversity and Geological Conservation
TA1 Transport and New Development
TA2 Improving Accessibility

OTHER POLICY DOCUMENTS

Design of Residential Areas Supplementary Planning Document

PLANNING HISTORY

R/2021/0387/RMM Reserved matters application following outline planning permission R/2014/0372/OOM for 300 dwellings and garages with associated landscaping and ancillary works. Approved 26/07/2021

R/2014/0372/OOM Outline application of residential development (up to 1250 dwellings) (all matters reserved). Approved 31/03/2016

RESULTS OF CONSULTATION AND PUBLICITY

The application has been advertised by means of a press notice, site notice and neighbour notification letters.

As a result of the consultation period 5 representations have been received which make the following comments;

- Register questions, concerns, observations and objections
- Flooding on the land where building is planned
- A lake has appeared in the field since building has started
- Wildlife has moved into the field
- Where will water go when this phase starts
- Should this be a flood plane
- Flooding to existing properties
- Maintenance of overhead electrical cables
- Access and traffic issues
- Noise and dust issues
- Mud on the road
- Loss of privacy
- No bus stops
- Impacts on trees
- Impact on local facilities
- Impact on quality of life
- Rats have increased in the area
- Concerns around SUDs, location, reliability and maintenance
- Light pollution

Cleveland Police (11/04/2024)

I would like to make you aware that Cleveland Police operate the “Secured By Design” initiative. This is a scheme which promotes the inclusion of architectural crime prevention measures into new projects and refurbishments.

I recommend applicant actively seek Secured By Design accreditation, full information is available within the SBD Homes 2024 Guide at www.securedbydesign.com

I encourage contact from applicant/agent at earliest opportunity, if SBD Certification is not achievable you may incorporate some of the measures to reduce the opportunities for crime and anti-social behaviour. This is expected as reference to Secured By Design is highlighted within the Design & Access Statement.

Once a development has been completed the main opportunity to design out crime has gone. The local Designing Out Crime Officer should be contacted at the earliest opportunity, prior to submission and preferably at the design stage.

- *The National Planning Policy Framework 2023 paragraph 92(b), which states that Planning policies and decisions should aim to achieve healthy, inclusive, and safe places which are safe and accessible, so*

that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion...

- *The National Planning Policy Framework 2023, paragraph 130(f) which states that “Planning policies and decisions should ensure that developments create places that are safe, inclusive and accessible... and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience”.*
- *Redcar & Cleveland Local Planning Policy also states within SD4 (General Development Principles) part m. create a healthy, active, safe, and secure environment, and Policy ED1 part e. enhancing the appearance, safety, and environmental quality of the centre.*
- *Another material consideration is Section 17 of The Crime and Disorder Act 1998.*

Further information on the Secured By design initiative can be found on www.securedbydesign.com

Although not an SBD requirement, Redcar & Cleveland along with many other areas nationwide suffers from offences of metal theft. These include copper piping, boilers, cables and lead flashing. Buildings under construction are particularly vulnerable. I recommend that alternative products be utilized where possible. Many new builds are now using plastic piping where building regulations allow and alternative lead products.

Strong consideration should also be given in relation to the provision of On-Site Security throughout the lifespan of the development. There is information contained within the Construction Site Security Guide 2021 also on the SBD website that may assist.

In addition to the above, and having viewed the proposal I would also add the following comments and recommendations.

All doors and windows are recommended to be tested and certified PAS24:2020/2016 standards (or equivalent)

This includes garages.

Dusk til dawn lights are recommended to each elevation with an external door-set. This also includes garages.

ALL roadways and pathways, ADOPTED OR OTHERWISE, are recommended to be to BS5489:2020 standards with a uniformity preferably to Secured By Design recommended one of 40%, as a minimum 25%.

All proposed 1.8m high treatments onto public realm are recommended to be raised to 2.0m in height.

Those to rear/side of Plots adjacent to open space are recommended to be increased to minimum of 2.2m.

Locate all side boundary treatments as far forward to the front elevations of the properties as possible to eliminate recesses.

The proposed 900mm post and rail rear garden sub dividing boundary treatments offer neither security nor privacy and I would not support this. 1.8m close boarded fencing is recommended.

I would encourage the use of the proposed 450mm estate railings around all corner plots where possible to provide a means to reduce desire lines.

All horizontal support rails to boundary treatments should be on the private elevation to remove climbing aids.

The proposed parking areas serving Plots 151, 152 & 153 are afforded very little informal or natural surveillance and recommend they be re-located. There are also a number of other parking areas, namely those serving Plots 21, 32, 36, 242, 361 & 372 that are located to the rear of the plots they serve. Again I would recommend these are re-located as they are also limited in their surveillance.

To reduce opportunities for excessive permeability consideration should also be given to remove access into the development from the road/paths between Plots 21/22 and 372/373.

A redesign, if possible, of the front access to the Plots fronting onto the main road could assist in removing the access from internal estate roads and via main road instead.

The general lay out does in most part maximise active surveillance onto street scenes.

Northumbrian Water (26/03/2024)

The drainage strategy (general arrangement) submitted with this reserved matters application looks acceptable and in line with our pre-planning enquiry advice provided.

We have no further comments to make at this time.

NHS Clinical Commissioning Group (26/03/2024)

Request S106 funds.

I am writing in response to the above planning application currently being evaluated by you. Please see below for the required contribution to healthcare should the scheme be approved.

Local surgeries are part of ICB wide plans to improve GP access and would be the likely beneficiaries of any S106 funds secured.

Local GP Practices are keen to maintain/improve their access, and an increase in patient numbers may require adjustments to existing premises/access methods. Please be advised that we would be unable to

guarantee to provide sustainable health services in these areas in future, should contributions not be upheld by developers.

In calculating developer contributions, we use the Premises Maxima guidance which is available publicly. This assumes a population growth rate of 2.3 people per new dwelling and we link this increase to the nearest practice to the development, for ease of calculation.

We use the NHS Property Service build cost rate of £3,000 per square metre to calculate the total financial requirement.

This reflects the current position based on information known at the time of responding. The NHS reserves the right however to review this if factors change before a final application is approved.

Item	Response
LA Planning References	R/2024/0196/RMM
GP Practices affected	South Grange Medical Practice Eston Surgery Normanby Medical Practice
Local intelligence	This practice falls within the Eston Primary Care Network which are at full capacity with regards to space requirements to deliver services to their patient list size. S106 funding would support creating extra capacity for them to provide appropriate services to patients
Number of Houses proposed	396
Housing impact calculation	2.3
Patient Impact (increase)	910
Maxima Multiplier	0.07
Additional m ² required (increase in list x Maxima Multiplier)	63.756 m ²
Total Proposed Contribution £ (Additional m ² x £3kpm ² , based on NHSPS build cost)	£191,268

Environment Agency (03/04/2024)

No objection

Middlesbrough Borough Council (19/06/2024)

It seems this application is pursuant to the outline planning consent R/2014/0372/OOM, which established the principle of the development of up to 1250 dwellings.

Mindful of the consent of the original outline permission, Middlesbrough Council has no objections to the reserved matters application.

National Highways (09/04/2024)

The reserved matters application (R/2024/0196/RMM) seeks permission for the development of 396 residential dwellings with associated access pursuant to outline planning consent R/2014/0372/OOM.

The outline consent was granted planning permission on the 31st March 2016 for the development of up to 1,250 residential dwellings on land at Low Grange Farm, South Bank, Redcar.

For reference, National Highways provided a 'No Objection' NHPR in relation to the outline application on the 17th December 2015.

Looking back over the planning history of the proposal, an initial reserved matters application (R/2021/0387/RMM) applicable to the Phase 1 buildout of 300 residential dwellings was granted planning permission on the 26th July 2021. National Highways provided a 'No Objection' response to the Phase 1 development on the 26th May 2021.

To date, inclusive of the R/2024/0196/RMM application under consideration and the consented R/2021/0387/RMM Phase 1 development, no further reserved matters applications applicable to the buildout of residential dwellings have been submitted to the local authority.

Accordingly, assuming that the latest R/2024/0196/RMM is approved by the local authority, a total of 696 residential dwellings will have been granted planning consent in relation to the outline permission which accounts for up to 1,250 dwellings.

Having reviewed the planning documentation submitted in support of the R/2024/0196/RMM application we acknowledge that the development proposals suitably align to those consented as part of the outline permission.

Accordingly, the impact of the development proposals at the Strategic Road Network have been suitably assessed and accounted for as part of the outline consent. We therefore do not wish to object in response to this reserved matters application.

Natural England

12/04/2024

Natural England notes the applicant's submitted 'Nutrient Neutrality Position Statement' and refer the applicant and the Council to the following case law:

C G FRY & SON LIMITED -v- SECRETARY OF STATE FOR LEVELLING UP HOUSING AND COMMUNITIES -and- (2) SOMERSET COUNCIL - Case CO/12/2023 (30.6.23)

As a result, there is insufficient information to enable Natural England to provide a substantive response to this consultation as required under the Town and Country Planning (Development Management Procedure) (England) Order 2015. Please provide the information listed below and re-consult Natural England. Please note that you are required to provide a further 21 day consultation period, once this information is received by Natural England, for us to respond.

Redcar and Cleveland Borough Council (Archaeological Consultant) (12/04/2024)

We have previously advised on RMs under the above permission, in September 2021, when our response was as follows:

"The geophysical survey report now provided to the authority discloses no evidence for significant remains or structures of archaeological origin, either within the phase 1 area, or in the later indicative phase areas. The lack of archaeological anomalies taken with the dearth of either documentary or aerial photographic evidence for such remains on the site means that no archaeological watching brief(s) or other archaeological mitigation work is required pursuant to outline planning condition 25 of R/2014/0372/OOM."

The same geophysical survey results remain relevant, as noted by the applicant's consultant, and our advice now is that no further archaeological work is required in whole or part in relation to the proposal authorised by the planning permission.

Redcar and Cleveland Borough Council (Development Engineers) (16/08/2024)

The proposals have already been granted outline consent as part of the wider Low Grange Farm development.

The highway layout and parking provision has been designed in line with the Tees Valley Design Guide & Specification and is consistent with the first phase.

The reserved matters application is supported by a Transport Assessment, which references the previous outline consent, highlighting that the traffic impact on the local road network was tested as part of that consent.

A second distributor access will be created on to the North Loop Road, that will link to Stone Road, helping alleviate the impact of the traffic growth created by the development.

A travel plan has not been submitted as part of the application and no bus stop provision has been considered as part of the link road proposal. Both can be the subject of condition.

Recommendation:

It is therefore for the above reasoning we would recommend approval subject to condition.

Conditions:

Details of Roads, Footpaths and Open Spaces Required

Fully detailed drawings illustrating the design and materials of roads, footpaths and other adoptable open spaces shall be submitted to and approved in writing by the Local Planning Authority prior to the start of construction on site. The development shall be carried out in accordance with the approved details.

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

Gradients

Details of the gradients of the access to the public highway shall be submitted to and approved in writing by the Local Planning Authority. Such gradients shall not exceed 1in20 (5%)

Reason: To ensure that vehicles can safely enter and leave the public highway and that the site is fully accessible to people with mobility impairments having regard for Local Plan Policy and sections 9 and 12 of the NPPF.

Road Safety Audit

A full 4 stage road safety audit carried out in accordance with DMRB GG119 and guidance issued by the council, will be required for; the internal highway layout, all off-site works, and provisions made under conditions 27 and 28 of R/2014/0372/OOM, or such plans which are subsequently submitted to and approved in writing by the Local Planning Authority. Any mitigation measures required within the audit report /'s shall be implemented by the developer within 6 months of the report being issued and agreed in writing with the Local Planning Authority.

Reason: To minimise the road safety risks associated with the changes imposed by the development regard for Local Plan Policy and sections 9 and 12 of the NPPF.

Method of Works Statement

The development hereby approved shall not be commenced until a detailed method of works statement has been submitted to and approved in writing by the Local Planning Authority. Such statement shall include at least the following details;

- a) Routing of construction traffic, including signage where appropriate;*
- b) Arrangements for site compound and contractor parking;*

- c) Measures to prevent the egress of mud and other detritus onto the public highway;
- d) A jointly undertaken dilapidation survey of the adjacent highway;
- e) Program of works; and,
- f) Details of any road/footpath closures as may be required.

The development must be carried out in accordance with the approved details.

Reason: To ensure that the development can be carried out in a manner that will not be to the detriment of amenity of local residents, free flow of traffic or safety of highway users having regard for Local Plan Policy.

Travel Plan

Within 6 months of the commencement of development hereby approved a full Travel Plan must be submitted to and approved in writing by the Local Planning Authority. The approved Travel Plan shall be implemented prior to first occupation with the development thereafter being occupied in accordance with the approved Travel Plan unless agreed otherwise in writing by the Local Planning Authority.

Reason: To promote sustainable transport measures for visitors/staff/residents having regard for Local Plan Policy and section 9 of the NPPF.

Bus Stop Provision

The development hereby permitted shall not come into use until details of bus stop provisions have been submitted to and approved in writing by the Local Planning Authority. Such provision can be located between plots 101 and 92 as shown on 'Planning Layout - 23-016 :00' drawing dated 23/02/2024.

Reason: To promote sustainable transport measures for highway users having regard for Local Plan Policy and section 9 of the NPPF.

Off Site Highway Works

Details associated with the boundary treatments and any works required to restrict access between the proposed development and both Uvedale Road and Marquand Road should be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that the development can be carried out in a manner that will not be to the detriment of amenity of local residents, free flow of traffic or safety of highway users having regard for Local Plan Policy.

Redcar and Cleveland Borough Council (Local Lead Flood Authority) (25/04/2024)

The LLFA have reviewed the submitted documentation and would offer no objection to the proposed disposal of surface water. The sites runoff is restricted to 3.1 l/s however, there is no information relating to maintenance and management of the drainage system therefore planning conditions associated to R/2014/00372/OOM still apply

**Redcar and Cleveland Borough Council (Environmental Protection)
(Contaminated Land) (02/05/2024)**

No objections

**Redcar and Cleveland Borough Council (Environmental Protection)
(Nuisance)**

02/05/2024

With reference to the above planning application, I would confirm that I have assessed the following environmental impacts which are relevant to the development and would comment as follows:

I note that a noise assessment, report reference: NJD24-0030-001R, has been carried out by NJD Environmental Associates Ltd. The assessment concludes in relation to internal noise levels, the assessment found that a number of noise sensitive rooms in the vicinity of the transportation sources will not achieve the internal guidance levels with windows open.

Noise break-in calculations have been performed in order to demonstrate appropriate schemes of glazing and ventilation that can be adopted at the most exposed receptor locations which the assessment summarises the mitigation measures across the wider site are on a plot-by-plot basis in Figures 5 and 6.

I would therefore recommend that prior to the development being brought into permitted end use all sound attenuation measures detailed in the noise assessment report reference: NJD24-0030-001R supplied shall be fully implemented and permanently retained thereafter. Details of the attenuation measures detailed in the assessment shall be provided to the LPA in the form of a verification report for final approval.

REASON: In the interest of neighbour amenity

07/08/2024

Provided the updated recommendations for mitigation provided at Figures 4 and 5 in the Portside Village – Phase 2: Noise Addendum report are implemented I have no objections to the above proposal.

**Redcar and Cleveland Borough Council (Housing Standards)
(28/03/2024)**

No observations or comments

**Redcar and Cleveland Borough Council (Natural Heritage Manager)
(20/03/2024)**

No objections

Redcar and Cleveland Borough Council (Planning Strategy) (03/04/2024)

The application site forms part of the Low Grange Farm Strategic Site allocation. Outline consent for up to 1,250 dwellings on the wider site was granted on 31 March 2016. As that permission was subsequently activated through the commencement of Portside Village 'phase 1' on approximately one third of the land area, the principle of residential development on the application site is deemed to have been established. The phase 2 proposals would, moreover, significantly advance the objective of achieving a major residential development at Low Grange.

Phase 1 is for 300 dwellings and is being built-out as a mixed tenure development comprising an approximate 50/50 split between market and affordable (shared ownership) tenure, with the latter confined to the western end of the site.

As with the phase 1 application, it is not stated whether and if so how far mixed tenure development is also being sought in phase 2. Some clarification of that would be useful as two-thirds of the recorded completions of approximately 120 dwellings have been for affordable properties, which as such clearly affects annual delivery rates and expectations and the development timescale and may have wider implications, for example in terms of planning for school places and other services.

The outline permission does not require the provision of affordable housing, and it is not a policy requirement in the Local Plan because the site falls within the 'low value area' (LVA) as defined under policy H4, the boundary of which is coterminous with the 'Greater Eston North' housing market sub-area identified in the SHMA. At the same time, policy H4 or any other policy in the plan does not preclude the development of affordable housing within the LVA. At Low Grange, criterion (b.) of policy H3.1 seeks 'an appropriate mix of housing types which reflects local demand and increases housing choice'.

In that respect, although there is a significant imbalance in favour of affordable dwellings in the South Bank and Grangetown areas, most of that stock is social rented accommodation. Therefore, if the intention is to provide another mixed tenure development with the affordable component again comprising only shared ownership dwellings and no social rented provision, it might be argued that it would contribute to broadening local housing choice.

CONSIDERATION OF PLANNING ISSUES

The main considerations in the assessment of the application are;

- The principle of development
- The impacts on the character and appearance of the area
- The impacts on neighbour amenity
- The impacts on highways safety

The principle of development

The application site is located within the development limits identified within the Councils Policies Map and is an allocated site for housing development through policy H3.1 of the Redcar and Cleveland Local Plan.

Residential development has been established on the site through the outline permission granted in 2016. The phase 1 reserved matters approval has further established the principle of residential development and implemented the outline permission.

As a result of the allocation in the Local Plan and the extant outline planning permission the application is considered acceptable in principle.

The impacts on the character and appearance of the area

The application proposes a mix of house types through the development with a range of details features includes gable build outs, porches, window designs including bay windows.

The site is located to the edge of South Bank where there is a mix in the property types including in terms of scale and design and use of materials. Phase 1 of the outline permission is currently under construction and sets the general design principles for the wider residential estate. The dwellings within phase 1 are generally 2 storey properties although it is acknowledged there are larger scaled buildings in the area. The principle of 2 and 2.5 storey properties within phase 2 is considered acceptable and would not have an adverse impact on the character and appearance of the area.

The proposed house types and site layout are acceptable and would not have an adverse impact on the character and appearance of the area.

The outline application included conditions relating to external materials and materials for hard surfaces. These conditions remain applicable to the reserved matters development and would require discharging in relation to the phase 2 dwellings. The indicative materials referenced on the plans and within the submitted documentation are considered acceptable in principle and would reflect the materials within the area and on the phase 1 development.

Landscaping is shown through the development along with public open space, both of which reflects the principles established through the outline permission. Conditions remain in place on the outline permission in relation to landscaping and play equipment and they remain applicable for the reserved matters development. The landscaping scheme would pick up matters relating to the retention of any existing landscaping features on site. None of the existing landscaping is protected through any tree preservation orders and the removal of some landscaping would be considered acceptable. The landscaping alongside the A66 to the north of the site acts a part of the noise buffer to the development and forms part of the mitigation through the wider noise report submitted on the outline application.

The proposal is suitable in relation to the proportions, massing, height, size, scale, materials and detailed design features and the application would respect the character of the site and its surroundings. The application accords with parts j and k of policy SD4 of the Redcar and Cleveland Local Plan.

The impacts on neighbour amenity

Within the site the proposed layout provides adequate separation distances between properties to ensure there are no issues in terms of overlooking or loss of privacy. Buildings are located to ensure there are no overbearing impacts. Within the development the proposal raises no issues in terms of neighbour amenity.

Surrounding the site there are limited residential properties with the majority being the dwellings on phase 1 of the wider residential estate. Some of the dwellings on the edge of the phase 1 development are still under construction and not yet occupied.

The main disturbance will be during the construction which is short term and limited in nature. Measures have been put in place through the outline permission to limit the disturbance including conditions for noise, dust, vibration, construction hours and construction traffic. These conditions would remain relevant to the reserved matters application and the developer would be required to continue to comply with the conditions.

To the north west part of the phase 2 site the proposed dwellings would be located alongside existing properties on Marquand Road, Uvedale Road and Bevanlee Road. Sufficient levels of separation are provided to these dwellings to ensure there are no overbearing impact and no issues in terms of overlooking or loss of privacy. The development would not have any adverse impact on the amenity of these existing residential occupiers.

To the northeast of the site the dwellings of Eglin Avenue back on to the boundary of the site. These dwellings form part of a small cul-de-sac which largely consists of single storey detached dwellings. Seven properties form a boundary with the application site. Sufficient separation is provided to these properties to ensure that there are no adverse impacts in relation to loss of privacy, overlooking or overbearing.

The residential development would not have a significant adverse impact on the amenity of occupiers of existing or proposed buildings and the proposal accords with part b of policy SD4 of the Redcar and Cleveland Local Plan.

The impacts on highways safety

The means of access onto Trunk Road and the loop road along with the impact of the development on the wider highway network was considered as part of the outline application. The access onto the Trunk Road was further

established through the phase 1 reserved matters applications and continues to provide access for the wider estate.

The impacts on the wider highway network and the access from the Trunk Road are therefore not for consideration through this application.

The reserved matters application deals with the internal highway layout and parking provisions throughout the site in relation to highways safety. The access point onto the Church Lane loop road is also included in this application (although the principle of the secondary access was agreed through the outline application).

The Councils Development Engineer has reviewed the application and commented as follows:

The highway layout and parking provision has been designed in line with the Tees Valley Design Guide & Specification and is consistent with the first phase.

The reserved matters application is supported by a Transport Assessment, which references the previous outline consent, highlighting that the traffic impact on the local road network was tested as part of that consent.

A second distributor access will be created on to the North Loop Road, that will link to Stone Road, helping alleviate the impact of the traffic growth created by the development.

The conditions on the outline application in relation to highway matters, including construction traffic, parking and storage, highways construction details and road safety audits remain applicable to the development and relevant during the construction of the phase 2 dwellings.

The comments from the Development Engineers are noted in relation to the conditions suggested.

In terms of a travel plan there is no requirement on the outline application and it is not possible for this to be added at reserved matters stage. The plans have been updated in relation to providing two bus laybys in locations suggested by the Development Engineers. As mentioned above conditions remain extant on the outline permission which pick up the additional points raised by the Development Engineers.

The application raises no issues in terms of highways safety and the application accords with part p of policy SD4 of the Redcar and Cleveland Local Plan.

Other matters

The application raises no issues in terms of crime prevention and the application accords with part m of policy SD4 of the Local Plan. The

comments from Cleveland Police are noted in relation to Secure by Design. Achieving the accreditation would sit outside of the planning requirements and would be a matter for the developer to consider. In relation to the specific points raised;

- the standard of window and doors and locks sits outside of planning legislation and cannot be controlled through this permission.
- Boundary treatments have been reserved through a condition on the outline application which remains extant.
- The level and location of parking throughout the estate is considered acceptable.

As mentioned above the conditions on the outline application, relating to a range of matters, remain extant and the developer is required to comply with the conditions and agree the relevant information where required.

Matters relating to loss of agriculture land, drainage, flooding, ecology, contaminated land, landscape and visual impact, noise and archaeology were all dealt with on the outline application and deemed acceptable subject to conditions.

It is noted that residents have made comments in relation to flooding, drainage and wildlife. These matters were addressed on the outline application with the consultees at the time confirming that subject to conditions the details were acceptable. These conditions remain extant and the consultees have confirmed that they have no objections to the reserved matters application.

Since the outline application and phase 1 reserved matters application the Council has been notified that the River Tees is in an unfavourable condition in relation to nitrates. As a result, residential developments are required to provide appropriate mitigation in relation to nitrogen levels created by the development. The applicant originally submitted a position statement which sought to present the case that the drainage had been agreed through the outline application and phase 1 reserved matters and therefore was not for consideration through this application. Following the comments from Natural England the developers have reconsidered this position and provided a revised Nutrient Credit Analysis and Nutrient Assessment.

The assessment shows that the proposed development site is required to offset an additional 186.80kgTN/year discharged from the site under current calculations. Under LURA, post-2030 this is reduced to 48.84kgTN/year. Miller Homes are currently building out a residential development at Marske (Land South of Marske development) which has resulted in the provision of 251 nutrient credits. These credits from Marske can be used to provide the mitigation for the Low Grange Farm phase 2 development resulting in no further mitigation being required and the development achieving nutrient neutrality. As the site at Marske is in the same land ownership and control as the current application site the provision of the mitigation can be secured by planning condition.

It is acknowledged that the site is located within 6km of the SPA, policy N4 of the Local Plan requires residential development to contribute to the Recreation Management Plan. Given that the application seeks reserved matters following the granting of outline permission the principle of residential development on the site has been established and it is therefore not necessary to seek a financial contribution in this instance.

The comments from the NHS and the request for funds are noted. Given that the application seeks reserved matters following the granting of outline permission the principle of residential development on the site has been established and it is therefore not necessary to seek a financial contribution in this instance.

Residents have raised matters in relation to impacts on local facilities, such matters were considered through the outline permission which has established the principle of development on the site and found that the proposal would have no adverse impact on local facilities.

CONCLUSION

The principle of residential development on the site was established through the granting of the outline application in March 2016.

The proposed layout and house types are acceptable and the application raises no issues in terms of character and appearance or neighbour amenity.

Matters relating to loss of agriculture land, drainage, flooding, ecology, contaminated land, landscape and visual impact, noise and archaeology were all dealt with on the outline application and deemed acceptable and are not for consideration through the reserved matters application.

The access to the site and the impacts on the wider highway network were considered on the outline application and deemed acceptable. The internal layout, highway routes internal to the site and the parking provision is considered acceptable and therefore the application raises no issues in terms of highways safety.

The reserved matters are acceptable and the application accords with the relevant policies and guidance within the Redcar and Cleveland Local Plan.

RECOMMENDATION

Taking into account the content of the report the recommendation is to:

GRANT PLANNING PERMISSION subject to the following conditions:

1. The development hereby permitted shall be carried out in accordance with the following approved plans:
Site Location Plan received by the Local Planning Authority on 18/03/2024

Surface Finishes Layout (02 Rev C) received by the Local Planning Authority on 23/09/2024

Plot materials layout (03 rev C) received by the Local Planning Authority on 23/09/2024

Adoption Layout (05 rev C) received by the Local Planning Authority on 23/09/2024

Coloured Layout (10 Rev C) received by the Local Planning Authority on 23/09/2024

Planning layout (00 Rev C) received by the Local Planning Authority on 23/09/2024

Boundary Treatment (01 Rev C) received by the Local Planning Authority on 23/09/2024

Single garage (SG) received by the Local Planning Authority on 18/03/2024

Whitton House type (L358811 V) received by the Local Planning Authority on 18/03/2024

Braxton House type (L361811 V) received by the Local Planning Authority on 18/03/2024

Linton House type (L365811 V) received by the Local Planning Authority on 18/03/2024

Tollwood House type (L452811 V) received by the Local Planning Authority on 18/03/2024

Skywood House type (L455811 V) received by the Local Planning Authority on 18/03/2024

Portwood House type (L458811 V) received by the Local Planning Authority on 18/03/2024

Kirkwood House type (L460811 V) received by the Local Planning Authority on 18/03/2024

Denwood House type (L468811 V) received by the Local Planning Authority on 18/03/2024

Blackford House type (L551811 V) received by the Local Planning Authority on 18/03/2024

Shermont House type (AL22811 V) received by the Local Planning Authority on 18/03/2024

Baymont House type (AL24811 V) received by the Local Planning Authority on 18/03/2024

Lockton House type (AL32811 V) received by the Local Planning Authority on 18/03/2024

Torwood House type (AL41801 V) received by the Local Planning Authority on 18/03/2024

Richmont House type (L250801 V) received by the Local Planning Authority on 18/03/2024

Hazelton House type (L350811 V) received by the Local Planning Authority on 18/03/2024

Calderton House type (L350811 V) received by the Local Planning Authority on 18/03/2024

Denton House type (L356811 V) received by the Local Planning Authority on 18/03/2024

Site levels overview sheet 1 (CK-XX-00-DR-C-90-151 P5) received by the Local Planning Authority on 23/09/2024

Site levels overview sheet 2 (CK-XX-00-DR-C-90-152 P5) received by the Local Planning Authority on 23/09/2024
Topographical Survey (MH/LAE/TS01/B) received by the Local Planning Authority on 18/03/2024
Drainage Strategy sheet 1 (CK-XX-00-DR-C-52-101 P4) received by the Local Planning Authority on 23/09/2024
Drainage Strategy sheet 2 (CK-XX-00-DR-C-52-102 P4) received by the Local Planning Authority on 23/09/2024
Detailed Landscape Proposals 1 (4060/1 Rev D) received by the Local Planning Authority on 23/09/2024
Detailed Landscape Proposals 2 (4060/2 Rev D) received by the Local Planning Authority on 23/09/2024
Detailed Landscape Proposals 3 (4060/3 Rev D) received by the Local Planning Authority on 23/09/2024
Detailed Landscape Proposals 4 (4060/4 Rev D) received by the Local Planning Authority on 23/09/2024
Detailed Landscape Proposals 5 (4060/5 Rev D) received by the Local Planning Authority on 23/09/2024
Detailed Landscape Proposals 6 (4060/6 Rev D) received by the Local Planning Authority on 23/09/2024

REASON: To accord with the terms of the planning application.

2. Prior to the occupation of the 199th dwelling of the phase 2 reserved matters, hereby approved, the Church Lane access shall be completed and made available for use in accordance with the details shown on Planning layout (00 Rev C) received by the Local Planning Authority on 23/09/2024.

REASON: To ensure the provision of safe and suitable access in accordance with policy SD4 of the Redcar and Cleveland Local Plan.

3. Prior to the occupation of the first dwelling on site, final confirmation shall be provided to and agreed in writing with the Local Planning Authority to demonstrate that the site at Land South of Marske as identified at Figure 1-1 of the Technical Note 02 Rv0: Offsite Nutrient Credit Analysis (24th September 2024) has been removed from agricultural use and that the required nitrate credits have been secured to mitigate the proposed development.

REASON: To ensure suitable mitigation of the River Tees in relation to nutrient neutrality.

STATEMENT OF COOPERATIVE WORKING

Statement of Co-operative Working: The Local Planning Authority considers that the application as originally submitted did not meet with the local policies and guidance. Following discussions with the applicant / agent a satisfactory scheme has been negotiated.