

# Yarm Back Lane and Harrowgate Lane Masterplan

December 2015

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# 1. Introduction

## The Proposal

- 1.1. The development of a sustainable urban extension for 2,150 dwellings and associated infrastructure at Yarm Back Lane and Harrowgate Lane.
- 1.2. Located to the western edge of the Stockton conurbation the sites total 115 hectares of land. The sites have been proposed for allocation within the Regeneration and Environment Local Plan Publication Draft (February 2015).
- 1.3. An area to the north of Harrowgate Lane (Summerville Farm) has received outline planning consent for residential development. This area does not form part of the masterplan.

## Purpose and Status of the Masterplan

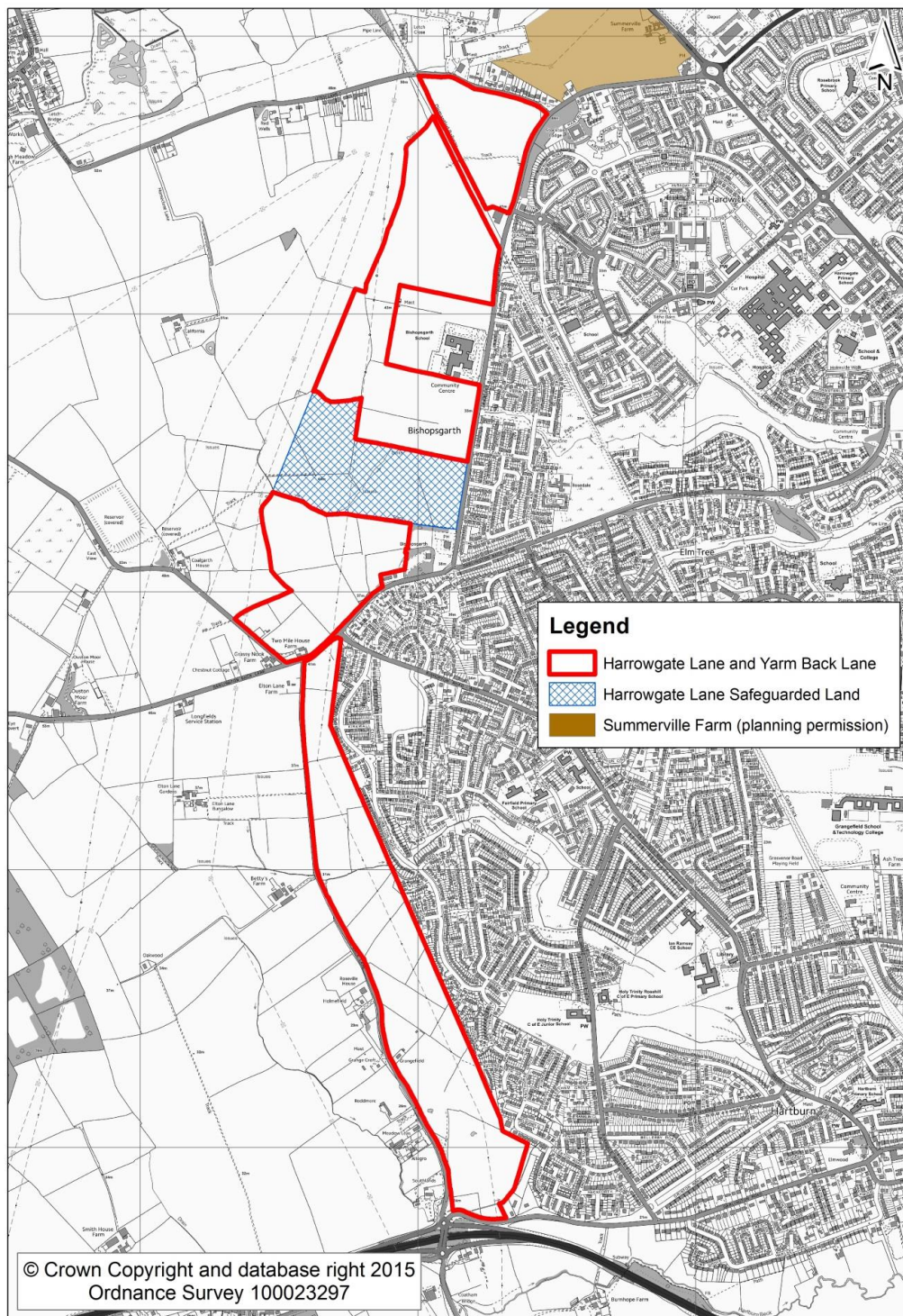
- 1.4. The purpose of this masterplan is to provide a robust and comprehensive evidence base to support the allocation of the sites and to guide individual planning applications to ensure that a sustainable urban extension is delivered.
- 1.5. The masterplan seeks to:
  - Outline the vision and development objectives for the site;
  - Identify constraints and their impact on development;
  - Identify infrastructure requirements;
  - Provide a Strategic Framework Plan to shape development proposals;
  - Provide clarity regarding the requirements for planning applications; and
  - Provide clarity regarding the phasing and delivery of housing and infrastructure
- 1.6. This masterplan is to be adopted as Council policy and could, following allocation of the sites, be adopted as a Supplementary Planning Document (SPD). Should the Council decide to take the masterplan forward as an SPD so that it forms part of the Development Plan there would be a requirement for a statutory period of consultation and potentially a Strategic Environmental Assessment (SEA).

## Safeguarded Land

- 1.7. An area of land at Harrowgate Lane has been safeguarded for future housing delivery. The Council have contacted the landowner of the safeguarded land and whilst he has confirmed that he has no objections to residential development on his land it has not been allocated for the following reasons:
  - Housing development above that proposed for allocation could not be developed until significant improvements are made to the A66(T) Elton interchange; and
  - The landowner is not actively pursuing the allocation or delivery of housing on the site

- 1.8. Improvements to the A66(T) Elton interchange could not be financed through the proposed development and are reliant upon future interventions from Highways England. Inclusion of this area of land within the site would undermine the viability of the wider allocation and it is therefore safeguarded for housing delivery following the delivery of necessary highway improvements.

### Site Overview Plan



## 2. Strategic and Local Context

### Strategic Context

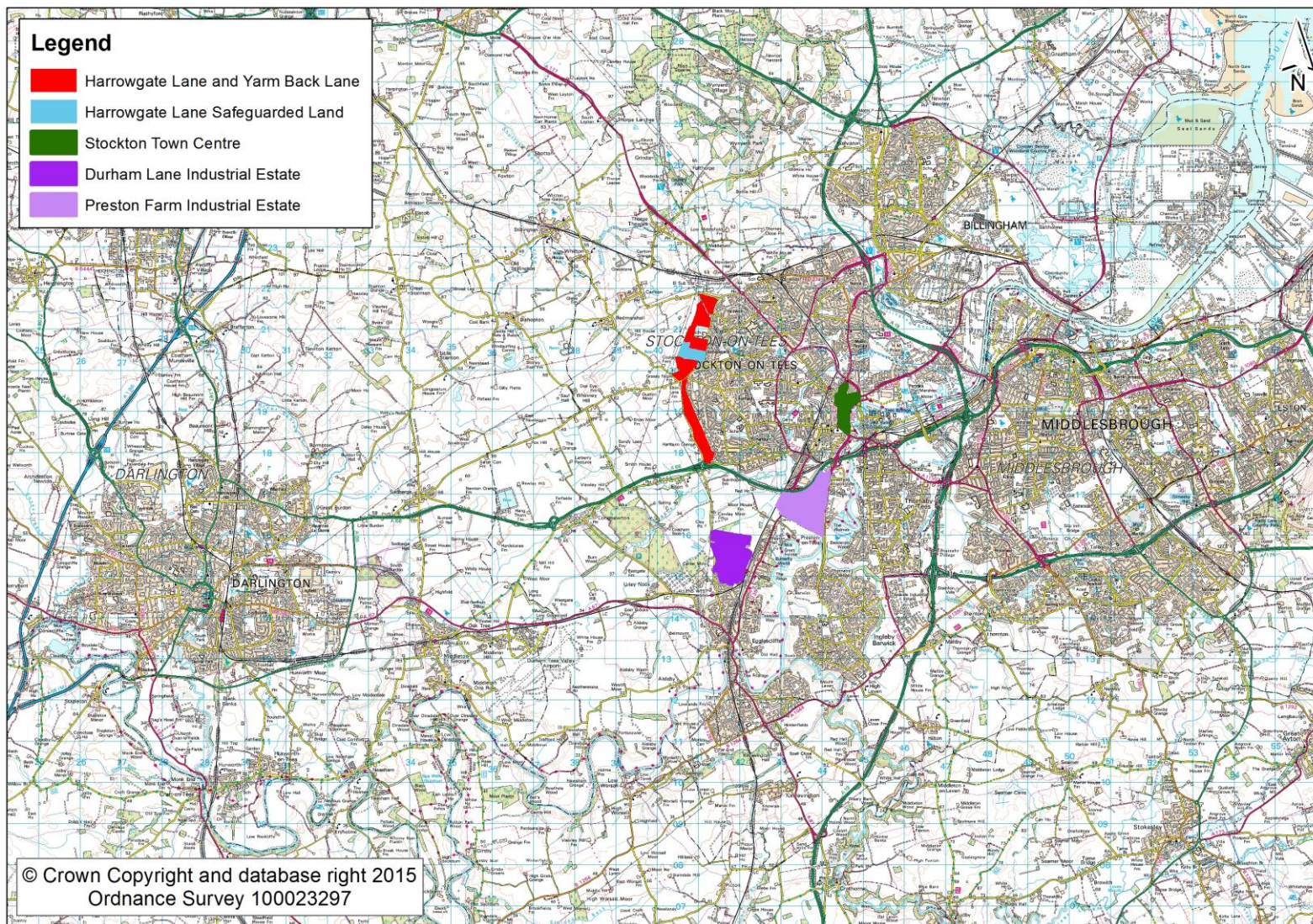
- 2.1. The sites are located on the western edge of Stockton conurbation and will form a strategic urban extension. Stockton Town Centre is circa 3.7km from the sites being accessible by bus as the sites are located adjacent to the Core Route Corridors within the Tees Valley Bus Network Improvement Scheme. Also within close proximity are employment sites at Durham Lane and Preston Farm.
- 2.2. The sites are within close proximity to the strategic road network with the A66 and A19 being accessible via the A66(T) Elton interchange and local routes. The nearest railway stations to the site are Stockton and Thornaby which are located north and south of the Town Centre and provide regular services to numerous destinations.

### Local Context

- 2.3. The Yarm Back Lane and Harrowgate Lane sites are predominantly arable farmland of 46 hectares and 69 hectares respectively. There is a low voltage power line running from north to south across the sites. However, Northern Powergrid is actively pursuing proposals to underground the power line off site.
- 2.4. There are existing watercourses within the Yarm Back Lane site which could form an integral part of the green infrastructure of the site and there is potential within the Harrowgate Lane site to de-culvert an existing watercourse which could similarly form an integral part of the green infrastructure.
- 2.5. Adjacent land uses can be summarised as residential to the east and agricultural to the west. Immediately adjacent to the site along the western side of Harrowgate Lane are a small number of residential properties at Letch Lane and Darlington Back Lane, Hardwick Social Club, Bishopsgarth Secondary School and The Mitre Public House. The only built development within the sites is the properties of Grangefield and Two Mile House Farm. Yarm Back Lane and Harrowgate Lane are single carriage roads with 60mph and 30mph speed limits respectively.



# Strategic Context Plan





### 3. Vision and Development Objectives

- 3.1. The Council vision for the Yarm Back Lane and Harrowgate Lane development is:

***Create new communities within a sustainable urban extension. The high quality design of new communities will provide desirable living environments and integrate with existing communities. This will be achieved through the creation of distinctive places which have been carefully designed and harmoniously integrated with a network of multifunctional green infrastructure which responds sensitively to the landscape, topography and drainage patterns of the area.***

<b>Movement</b>	
1	East-west and north-south linkages for movement and transport should be pursued to support both permeability, legibility and linkages with surrounding settlements in order to maximise opportunities to benefit existing services and facilities as a result of development
2	There should be a clearly defined street hierarchy and attendant character/definition
3	Provision of low carbon transport options supporting a shift in the way people move to work, school shopping and leisure. Consider options for the site. Pedestrian and cycle linkages should be a high priority with a focus on maintaining and developing east-west routes and travel to school, work and other transport hubs in order to maximise benefit from existing services and facilities in the existing communities
4	The internal routes through the Harrowgate Lane and Yarm Back Lane sites should enable a street character and develop active street frontages
5	There should also be a series of access points taken off the existing Yarm Back Lane and Harrowgate Lane
<b>Green Infrastructure</b>	
1	The principle of integrating the new development with existing on-site and off-site green infrastructure is important
2	Green infrastructure should be defined and allocated as being multifunctional
3	Low carbon, sustainable water based infrastructure (SUDs) should be well integrated with green infrastructure
4	Ensuring that green infrastructure is integrated with the street hierarchy and movement routes
5	Given the linear nature of the sites an organised dispersal of green infrastructure is necessary
<b>Land Uses</b>	
1	A mix of house types, market based housing and affordable housing should be delivered, with consideration given to home working options to promote a low carbon lifestyle



2	Primary school provision will be in the form of a new on site facility, with careful site selection allowing for safe walking routes to school and careful integration of bus stops and car drop off as may be required.
3	Secondary school provision will be captured off site and safe, sustainable routes provided to promote walking/cycling and bus use to these existing schools.
4	A gap in local facilities coverage is identified in the Framework study area. Small scale retail facilities are desirable
5	Safeguard a site for a potential energy centre if the option to install a community energy scheme proved to be the most cost effective solution to meet low carbon standards. Consideration given when planning to potential to utilise other local on site renewable energy sources
<b>Placemaking</b>	
1	A range of character areas and developments can be pursued
2	Gateways to encourage the definition of the development/spatial structure and to support legibility should be established
3	There should be active frontages throughout the development including on Yarm Back Lane and Harrowgate Lane
4	Consideration given to orientation and the ability to maximise opportunities for solar energy and solar gain.
5	Development parcels are to be defined and distinguished by both water and green infrastructure as well as by sustainable movement routes

## 4. Planning Policy

### Planning Policy Context

- 4.1. The sites subject to this masterplan are identified for residential development within policies H17, H18a and H19 of the Regeneration and Environment Local Plan publication draft (February 2015).

### National Planning Policy Framework

- 4.2. The National Planning Policy Framework (NPPF) provides details of national planning policy for England and Wales. The following sections are of relevance to this Framework.
- 4.3. With regards to plan making Paragraph 150 of the NPPF states:  
  
*“Local Plans are the key to delivering sustainable development that reflects the vision and aspirations of local communities. Planning decisions must be taken in accordance with the development plan unless material considerations indicate otherwise.”*
- 4.4. Paragraph 153 of the NPPF states that supplementary planning documents should be used where they can help applicants make successful applications or aid infrastructure delivery.
- 4.5. Paragraph 17 of the NPPF identifies the key principles for plan making and decision taking. The key principles of relevance to this Framework can be summarised as follows:
  - The planning system should be plan led, providing a practical framework within which decisions on planning applications can be made efficiently.
  - Planning should be a creative exercise in finding ways to enhance and improve the places in which people live their lives.
  - Proactively drive and support sustainable economic development to deliver homes and infrastructure.
  - Seek to ensure high quality design and a good standard of amenity for all existing and future occupants of land and buildings.
  - Take into account the different roles and character of different areas.
  - Support the transition to a low carbon future in a changing climate.
  - Contribute to conserving and enhancing the natural environment and reducing pollution. Allocations of land for development should prefer land of lesser environmental value.
  - Conserve heritage assets in a manner appropriate to their significance.
  - Manage patterns of growth to make the fullest possible use of public transport, walking and cycling and focus significant development in locations which are or can be made sustainable.
  - Deliver sufficient community and cultural facilities and services to meet local needs.

- 4.6. With regards to urban extensions paragraph 52 of the NPPF states that the supply of new homes can sometimes be best achieved through planning for larger scale development such as extensions to existing towns and villages which follow the principles of Garden Cities.

## The Development Plan

- 4.7. The Development Plan currently comprises:
- Stockton-on-Tees Core Strategy 2010
  - Tees Valley Joint Minerals and Waste Core Strategy and Policies and Sites Development Plan Documents 2011
  - Stockton-on-Tees Local Plan 1997 (Saved Policies)
  - Stockton-on-Tees Local Plan Alteration Number One 2006 (Saved Policies)

### *Stockton-on-Tees Core Strategy (2010)*

- 4.8. The Core Strategy was adopted on 24th March 2010. The key policies of relevance to the site are as follows:
- Policy 1 (CS1) – The Spatial Strategy
  - Policy 2 (CS2) – Sustainable Transport and Travel
  - Policy 3 (CS3) – Sustainable Living and Climate Change
  - Policy 6 (CS6) – Community Facilities
  - Policy 7 (CS7) – Housing Distribution and Phasing
  - Policy 8 (CS8) – Housing Mix and Affordable Housing Provision
  - Policy 10 (CS10) – Environmental Protection and Enhancement
  - Policy 11 (CS11) – Planning Obligations

### *Stockton-on-Tees Local Plan (1997)*

- 4.9. The following saved Local Plan policies are of relevance to the site:
- Policy ENV13: Development Limits – the site currently lies out with the limits of development. Development permitted within this area is limited to farming, rural uses, sport and recreation or tourism.
  - Policy TR4 (d) (northern section of the site – see proposals map extract) relates to the need to improve the cycle route at Letch Lane.
  - Policy REC11(b) (northern section of the site – see proposals map extract) relates to improvements to recreational footpaths including (b) the Hartburn, Fairfield Elm Tree Circular route and Castle Eden Walkway circular route.

**Local Plan (1997) Proposals Map Extract**



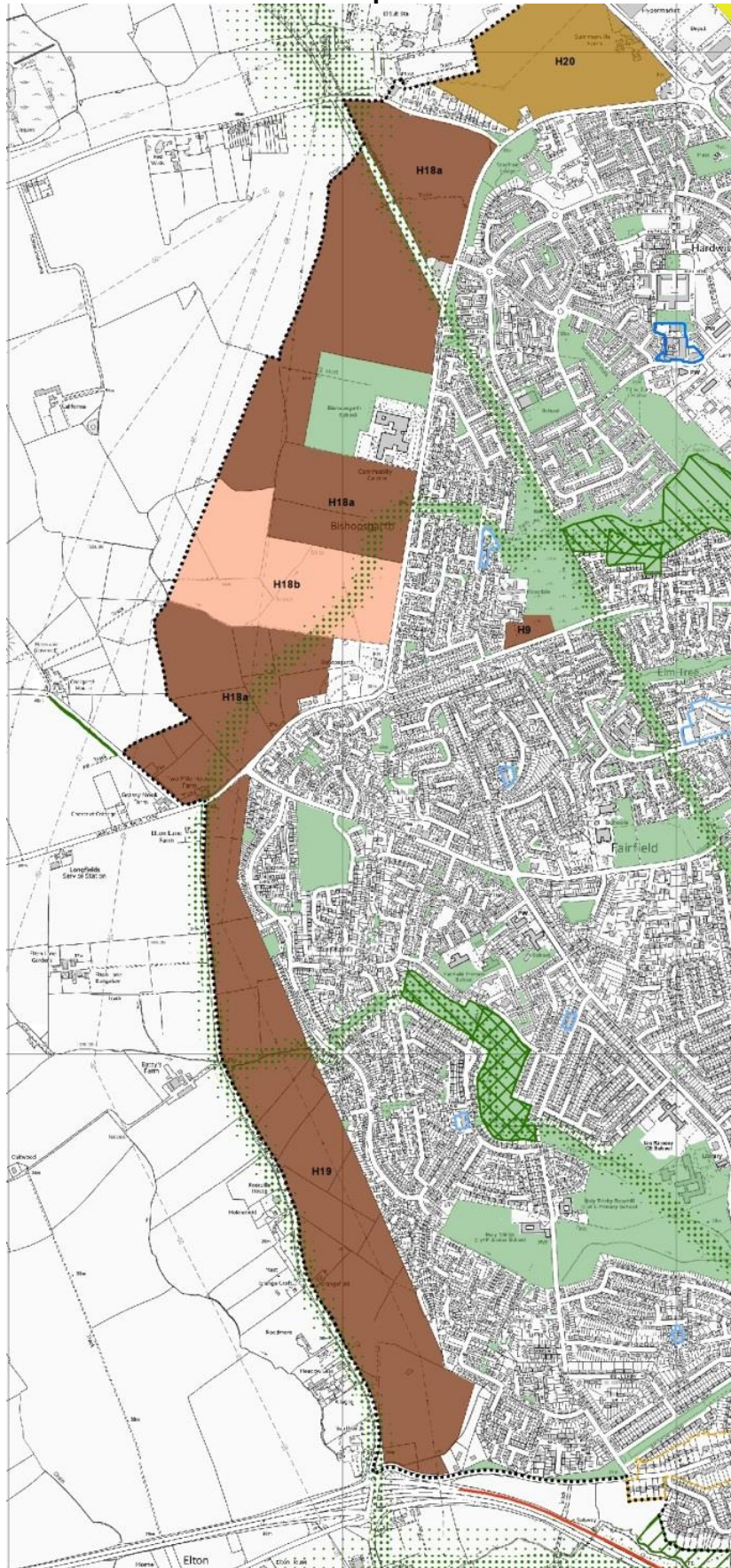


## Emerging Development Plan

### *Regeneration and Environment Local Plan*

- 4.10. The Regeneration and Environment Local Plan (RELP) sets out the Council's policies and site allocations to deliver the development strategy contained in the Core Strategy, which was adopted in March 2010.
- 4.11. In 2012, the Council recognised that the housing location strategy in the adopted Core Strategy (2010) would not deliver the housing requirement for the Borough. The Council subsequently reviewed the housing location strategy, the results of which have been incorporated into the RELP.
- 4.12. In summary the RELP will:
- Replace all remaining saved Local Plan (1997) and Local Plan Alteration Number One (2006) policies
  - Supersede and supplement certain policies within the Core Strategy.
- 4.13. Further clarity regarding this is contained within Appendix 1 of the RELP publication draft 'Schedule of Superseded Policies'.
- 4.14. The key policies of relevance to the site are as follows:
- Policy H17 Shared Infrastructure
  - Policy H18a Harrowgate Lane and Policy H18b Harrowgate Lane (safeguarded land)
  - Policy H19 Yarm Back Lane
- 4.15. Other policy considerations include:
- Strategic Policy SP1 - Presumption in favour of sustainable development
  - Strategic Policy SP2 - Housing Spatial Strategy
  - Strategic Policy SP3 – Locating Development
  - Strategic Policy SP4 Infrastructure Delivery
  - Strategic Policy SP5 Infrastructure and Development
  - Strategic Policy SP6 Developer Contributions
  - Policy T1 Protecting and Taking Up Opportunities for the Use of Sustainable Modes of Transport
  - Policy T2 Widening Transport Choice
  - Policy T3 Highways Infrastructure
  - Policy SL1: Development and Amenity
  - Policy SL3: Communications Infrastructure..
  - Policy PF1 – Open Space, Sport and Recreation Facilities
  - Policy H39 – Affordable Housing Provision
  - Policy H40 – Housing Mix
  - Policy ENV1 - Green Infrastructure
  - Policy ENV2 – Natural Environment
  - Policy ENV4 - Landscape Character

# REL Public Policies Map Extract



## Supplementary Planning Documents

- 4.16. Supplementary Planning Documents (SPD) produced by the Council are a material consideration in the determination of planning applications.

### *Open Space, Recreation and Landscaping SPD (2009)*

- 4.17. The SPD provides guidance on the level of open space to be provided in new developments. The guidance states that for residential developments, population will be calculated on the basis of 1 x person per bedroom (i.e. 3 bedroom house x 3 people). The report identifies that west Stockton (in which the site is located) does not currently meet the standard in respect of provision of the following facilities: natural greenspace, outdoor sports facilities, play areas and allotments.

### *Affordable Housing SPD (2014)*

- 4.18. This document provides guidance on how requirements for affordable housing provision set out in Core Strategy Policy CS8 are to be applied. The document provides guidance on the trigger points for delivery and the need to pepper pot affordable housing through new developments. The guidance also provides detail of the calculations for off-site commuted sums (should these be appropriate) together with the information required for a Viability Assessment (should the proposed affordable housing target be deemed unviable).

### *Sustainable Design Guide SPD (2011)*

- 4.19. This document provides guidance to encourage the delivery of well-designed and sustainable developments within the Borough. The document provides guidance on the detailed design of new developments. The document states that new development should respect the character of the area surrounding the site and any site specific circumstances.

### *Parking Provision for Developments SPD (2011)*

- 4.20. This document identifies vehicle and cycle parking standards for all classes of development identified in the Use Class Order 1987 (as amended).

### *Planning Obligations SPD (2008)*

- 4.21. This document provides developers, planning officers and the public with information and guidance about the council's approach towards securing Planning Obligations associated with development. Numerous sections of the Planning Obligations SPD have been superseded by changes to national policy, updates to local policy and other more recently adopted SPDs. However, various sections remain; specifically section 9 'Education'.

## 5. Baseline Summary

### Policy Background and Planning Status

- 5.1. The RELP sets out the Council's policies and site allocations to deliver the development strategy contained within the Core Strategy, which was adopted in 2010.
- 5.2. In 2012, the Council recognised that the housing location strategy in the adopted Core Strategy (2010) would not deliver the housing requirement for the Borough. The Council subsequently reviewed the housing location strategy, the results of which have been incorporated into the RELP. The RELP includes a review of the housing location policies that were previously part of the Core Strategy.
- 5.3. A range of sites have been identified across the Borough, including several in the Core Area. However, in order to provide certainty over sufficient land availability for this quantum of housing requirement, some 115ha of land, were identified at Yarm Back Lane and Harrowgate Lane which could accommodate a strategic urban extension, associated infrastructure and contribute to the vitality of the existing neighbourhoods.
- 5.4. The RELP contains draft policy allocations for the Harrowgate Lane and Yarm Back Lane sites. It is acknowledged within these draft allocations that dwelling figures are capped by the highway capacity of the A66(T) Elton Interchange. Investment in the Elton Interchange is reliant upon intervention by Highways England but this is presently limited to an upgrade of the east facing slip roads. Other longer term highway improvements along the A66(T) may increase highway capacity at the interchange and on the mainline of the A66(T) but these works are currently the subject of studies and their outcome is not yet known. This was a reason for safeguarding land at Harrowgate Lane for future housing delivery.

### Landownership/Status of Land Holdings

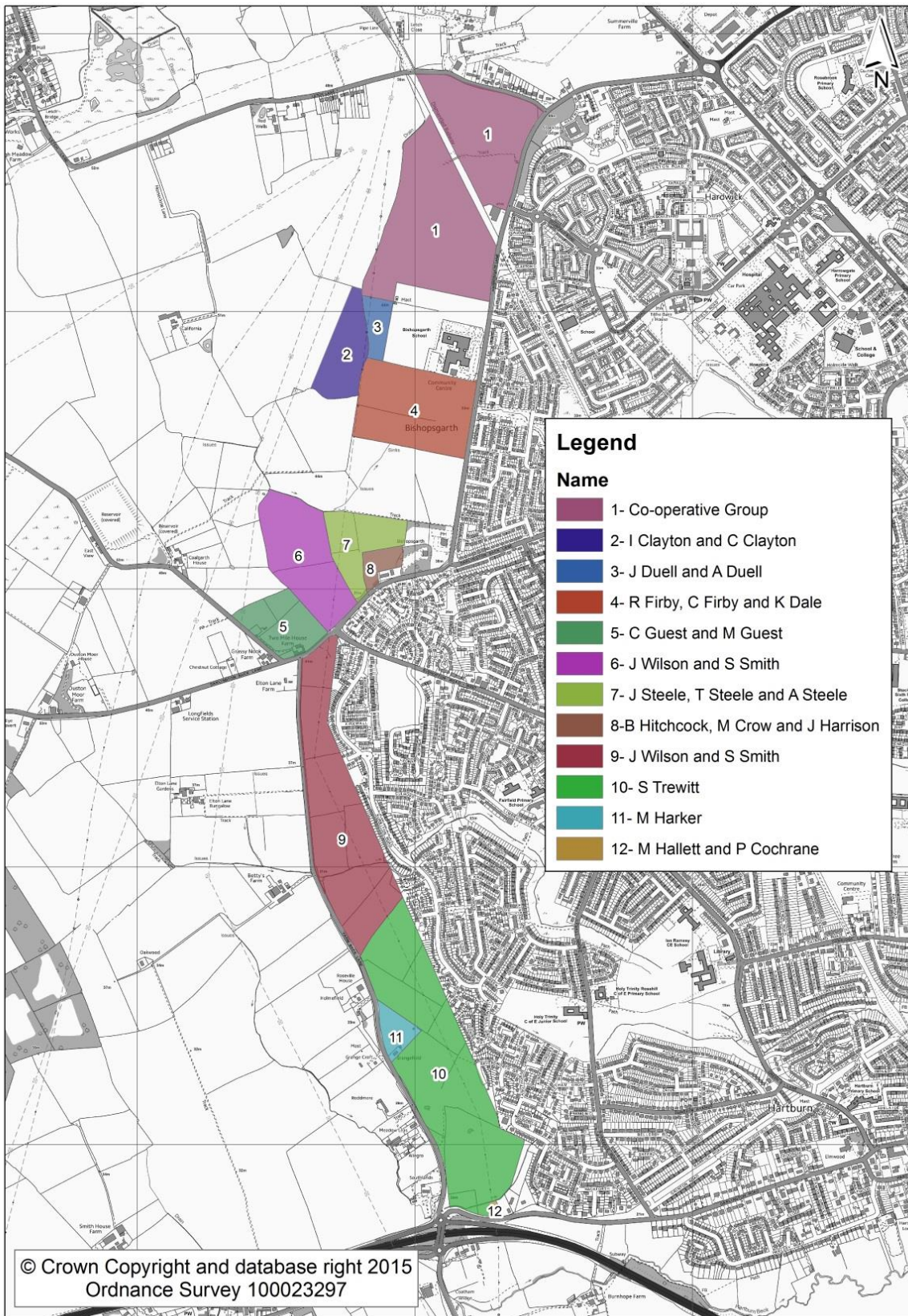
- 5.5. The 115.29 ha is predominantly within an existing agricultural holding.
- 5.6. At Harrowgate Lane, the land ownership is as follows from north to south:
  - 29.9ha of land is owned by the Co-operative Group
  - 4.88ha is owned by I Clayton and C Clayton
  - 1.75ha is owned by J Duell and A Duell
  - 11.71ha is owned by R Firby, C Firby, and K Dale
  - 4.98-ha is owned by C Guest and M Guest
  - 9.71ha is owned by J Wilson and S Smith
  - 4.92ha is owned by J Steele, T Steele and A Steele
  - 1.39ha is owned by B Hitchcock, M Crow and J Harrison
- 5.7. At the Yarm Back Lane site, the land is in the ownership/control of the following parties, from north to south:



- 18.79ha is owned by J Wilson and S Smith
- 25.35ha is owned by S Trehitt
- 1.74ha is owned by M Harker
- 0.16ha is owned by M Hallett and P Cochrane

5.8. It is understood that options are close to being completed between developers and landowners for Yarm Back Lane and the southern element of Harrowgate Lane (south of the safeguarded land).

# Landownership Plan



## Access and Transport

- 5.9. In preparation of the Core Strategy Development Plan Document March 2010, work was carried out to assess the existing capacity of the sub-regions trunk road network, and this is documented in the Infrastructure Strategy March 2010. Access from the allocations to the A66(T), the principal link between Middlesbrough and Darlington road is via Harrowgate Lane - Darlington Back Lane - Yarm Back Lane.
- 5.10. The local highway network comprises the major and local distributor roads. To the north of the Harrowgate Lane allocation, Durham Road (A177) runs northwest-southeast and takes traffic into and out of Stockton, connecting with the B1274 (Junction Road), the A1027 and the A139, which cross Stockton in a northwest to south east direction and distribute major traffic flows around the town.
- 5.11. The allocations are connected to these main distributor roads in a north-south direction via Harrowgate Lane and Yarm Back Lane. Connections east-west are via Darlington Back Lane, Bishopton Road West, Durham Road and Darlington Road.
- 5.12. Capacity issues are evident at various points on the road network and these would need to be addressed as part of any future development of the sites. These issues relate to capacity issues at the following junctions:
- Elton Interchange onto the A66 (T);
  - The Darlington Back Lane and Yarm Back Lane junction;
  - The Horse and Jockey Roundabout at Durham Road, Junction Road and Harrowgate Lane; and
  - The access to the Tithebarn site (over and above the capacity of the single site access) at the junction of Harrowgate Lane and Leam Lane
- 5.13. The highway network is the limiting factor to total housing numbers achievable until significant investment can be made by Highways England at Elton Interchange.
- 5.14. Stockton Council has carried out and commissioned various studies on the West Stockton road network. The most up to date and relevant of these took place throughout 2014. The Aimsum Model was selected by the Council for forecasting the likely impact of the proposed quantum of development at Harrowgate Lane and Yarm Back Lane upon the local and strategic highway network.
- 5.15. A study in April 2014, using the model, demonstrated that, with the proposed highway improvements outlined in the Regeneration and Environment Local Plan and in this masterplan, the proposed levels of development would have: *'...very little impact in the network wide traffic conditions...'* and that *'the highway improvements identified [in this study] would successfully relieve traffic congestion at critical locations during the peak hours even with the additional traffic generation from the proposed West Stockton Housing development, while adding that Harrowgate Lane would be likely to experience occasional northbound traffic congestion between Scurfield Road and Bishopsgarth School during the AM peak hour'*. On the latter point, the report cites the potential for

this congestion to be alleviated by a potential route through the proposed development.

- 5.16. In June and September 2014, further detailed studies were undertaken to test the 'Weaving Calculations' for traffic using the main junctions and to test any difference in impact of evolving development scenarios, which were found to be acceptable.

## Public Transport

- 5.17. The site is adjacent to the Core Route Corridors proposed within the Tees Valley Bus Network Improvement Scheme. Existing public transport for the allocated land comprises the following main bus routes:
- Harrowgate Lane
    - No 15 Arriva North East service: with stops at Redhill Road shops, Rillington and Raglan Closes and goes to Stockton High Street, the train station, and crosses the A66 (T) to Thornaby
    - No 58 Stagecoach on Teesside service: with stops on Dryburn Road and Dinsdale Road, going to Stockton High Street and the train station
    - No 59 Stagecoach on Teesside service: with stops at Tesco Extra on Durham Road, Marske Lane, Leam Lane and the Mitre Hotel, going to Stockton High Street
    - No 84 Stagecarriage: with stops at Tesco Extra and Stockton High Street
  - Yarm Back Lane
    - No 6 Arriva: with stops at Stockton High Street and Hartburn
    - No 61 Stagecoach on Teesside service: with stops on Armadale Close, Lerwick Close, Lyndon Way and Redland Close, going to Stockton high Street
    - No 87 Stagecarriage: with stops at Hartburn shops and Stockton High Street and Norton

## Green Infrastructure

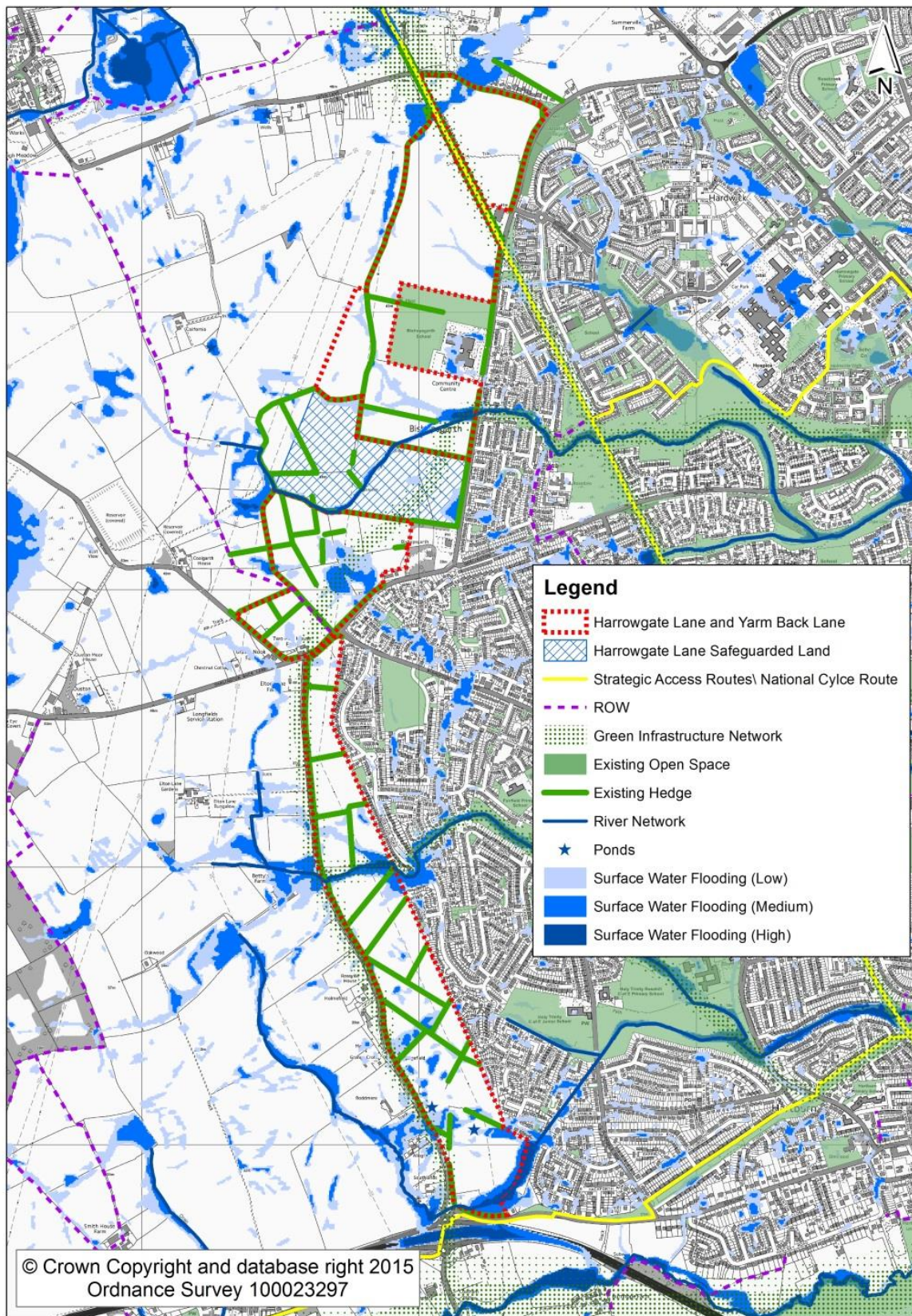
- 5.18. There are no designated wildlife sites within the allocation site boundaries. Hardwick Dene and Elmtree Wood Local Nature Reserve (LNR), to the east of the allocation at Harrowgate Lane, is less than 1 km from the allocation boundary. Greenvale LNR is within 0.5km of the eastern boundary of Yarm Back Lane allocation. Parts of the LNRs are also designated as 'Local Wildlife Sites'. In addition, Redmarshal Road Verge Local Wildlife Site lies to the west of the allocations just north of Darlington Back Lane, while Wynyard Woodland Park (also part designated as a Local Wildlife Site) is located to the north of the Harrowgate Lane site.
- 5.19. West Stockton has several water courses which feed into Lustrum Beck and ultimately the River Tees. A tributary of Rosedale Beck crosses Harrowgate Lane to the south of Bishopsgarth School. Tributaries of Green's Beck cross the Yarm Back Lane allocation. These watercourses flow through two of the wildlife sites identified above, namely Hardwick Dene and Elmtree Wood and Greenvale LNR, presenting potential green and blue infrastructure opportunities for the Framework



5.20. Stockton's Green Infrastructure Strategy identifies the existing network in a hierarchy of three tiers:

- Primary green infrastructure network – 17 green corridors identified across the sub-region. (corridors are identified at 'Stockton, A66/A67 corridor to Darlington' and 'Preston on Tees, Hartburn, Fairfield, Bishopsgarth to Wynyard' in the West Stockton area)
- Secondary green infrastructure network – 15 smaller green corridors in the Borough, including 'West Stockton' which wraps round the west of the allocations, and 'Greenvale to Oxbridge' which connects to the 'West Stockton' corridor and runs eastwards into Stockton.
- Urban and rural 'green grids' – including small-scale features such as tree lined avenues, hedgerows, footpaths and small open spaces.

# Existing Green Infrastructure Plan



## Local Services and Facilities

- 5.21. Within the vicinity of the site are numerous local services and facilities. Including but not limited to education, community facilities/retail and open space/recreation. The following map provides an overview of existing services and facilities at west Stockton.

### Education

- 5.22. The sites are within the admission zones of the following primary and secondary schools:

- Primary schools
  - Harrowgate Lane
    - Hardwick Green Primary School
    - St Gregory's RC School
    - St Mark's Elm Tree CE School
  - Yarm Back Lane
    - St Patrick's RC Primary School
    - Fairfield Primary School
    - Holy Trinity Rosehill CE Primary School
- Secondary Schools
  - Harrowgate Lane
    - Bishopsgarth School
    - Our Lady and St Bede's RC School
  - Yarm Back Lane
    - The Grangefield Academy
    - Ian Ramsey CE Comprehensive School
    - Our Lady and St Bede's RC School

### Community Facilities/Retail

- 5.23. West Stockton benefits from a network of neighbourhood shopping parades including:
- Elm Tree Centre
  - Harper Parade
  - Marske Parade
  - Premier Parade
  - Rimswell Road
  - Upsall Grove
- 5.24. The majority of these are purpose built parades of around six units, with dedicated car parking and in some cases, accommodation on upper floors. The centres include a variety of uses including convenience retail alongside other services such as hair dressers and hot food takeaways. Vacancy rates in the centres are relatively low and they are generally well used. The Hardwick area is also served by High Newham Court local centre.
- 5.25. Most of the existing residential properties in the west Stockton area are within 800m of one of these centres. The northern part of the Harrowgate Lane



allocation is also in close proximity to a large Tesco store on Durham Road, which also caters for local residents' convenience shopping needs.

- 5.26. Much of the proposed development is not within easy walking distance of existing shopping parades. Whilst the provision of additional crossing points will aid sustainable trips much of the proposed development will remain beyond easy walking distance of existing shopping parades.

### *Open Space/Recreation*

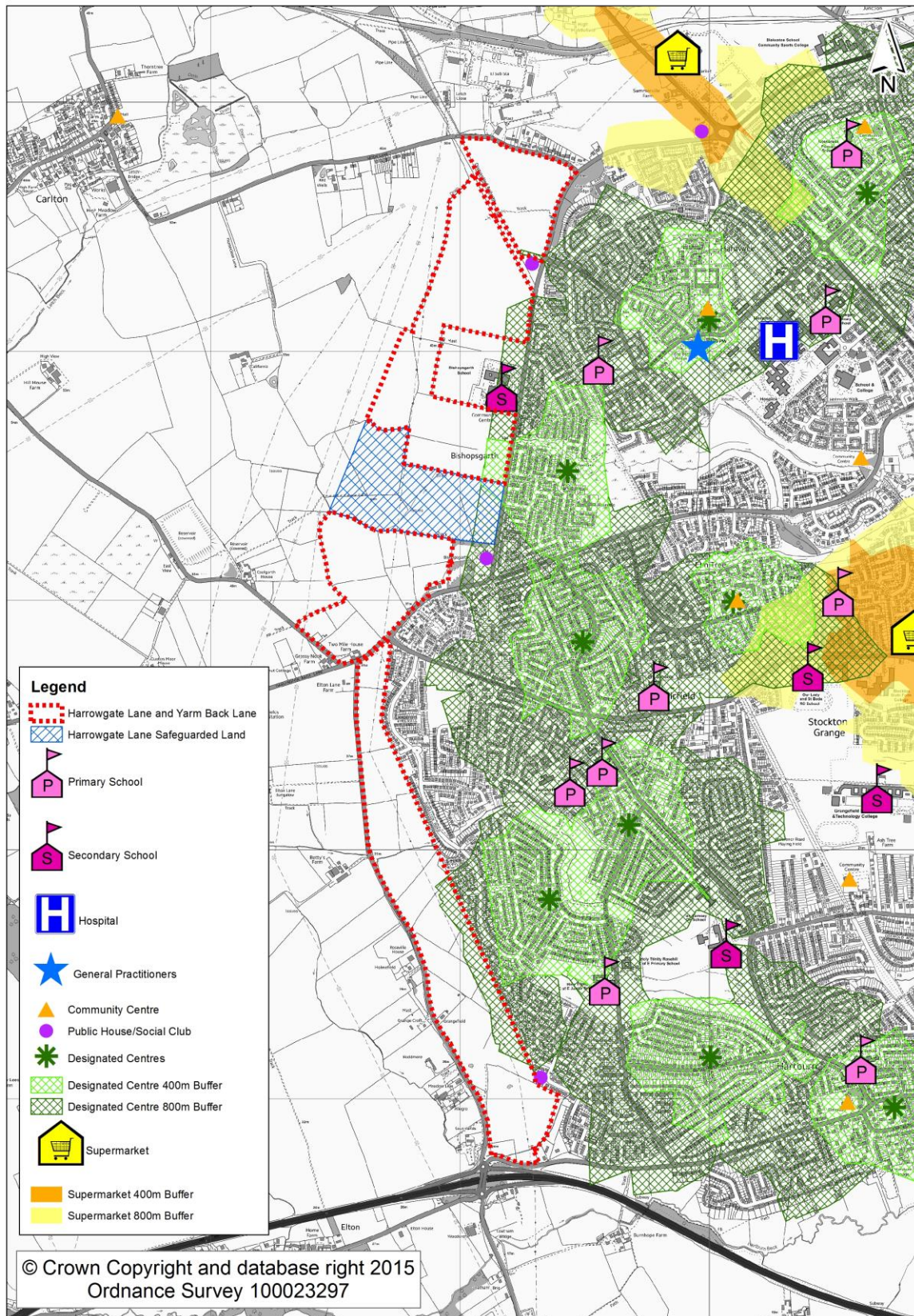
- 5.27. The Playing Pitch Strategy & Action Plan 2015 – 2025 identifies the following outdoor sports pitches (football, rugby, hockey, tennis and bowling) within the 'central and western' area of the Borough:

- Bishopsgarth School
- (Former) Blakeston School Site
- Bluehall Recreation Ground
- Darlington Back Lane
- David Lloyd (Teesside)
- (Former) Education Centre
- Elm Tree Social Club
- Grangefield Academy
- Grangefield Recreation
- Green Gates Academy (Primary)
- Ian Ramsey CoE Academy
- Newham Grange Park
- North Shore Academy
- (Former) Norton School Site
- Norton (Teesside) Sports Complex
- Our Lady & St. Bede School
- Primrose Hill
- Red House School
- Ropner Park
- Stockton Bowling Club
- Stockton Cricket Club
- Stockton Sixth Form College
- The Glebe Primary School
- The Grangefield Centre
- Tilery Primary School
- Tilery Site
- West End Bowling Club
- West Street Playing Fields
- Whitehouses Primary School
- Yarm Road Recreation Ground

- 5.28. The Action Plan identifies that a number of single pitch sites and former education sites listed above will not be required for the provision of playing pitches when artificial grass pitch provision is sufficient to accommodate mini/youth football.



# Existing Local Services and Facilities Plan



## Visual and Landscape Character

- 5.29. The Stockton-on-Tees Landscape Character Assessment & Capacity Study (July 2011) provides the evidence base to consider the proposal in landscape terms. The following sections provide an overview of the assessment for the area within these reports. There are no overriding objections to the development of the sites in landscape terms subject to appropriate landscape treatments.

### *Stockton on Tees Landscape Character Assessment (STLCA)*

- 5.30. The West Stockton Rural Fringe is a large character area and some of the features listed will be less relevant to the locality of the allocations than others. The character area is summarised as:
- Flat open arable farmland;
  - Large areas of recently planted Community Forest within arable setting;
  - Enlarged fields with fragmented and absent hedgerows;
  - Strong influence of urban development to west;
  - Significant infrastructure includes Teesside Airport and the A66;
  - Small isolated villages and farmsteads;
  - Electricity transmission towers and large substations create a significant detractor across the landscape and on the outskirts of Stockton;
  - Long distant views towards North York Moors; and
  - Isolated areas of historic interest.
- 5.31. The landform is described as typically around 40-50m AOD and fed by a number of becks and small drainage channels. The land is predominantly under arable agriculture, with smaller areas in use as grazing of horses. Field boundaries are defined by hedgerows, but these are not strong features in the character area, and some temporary fences creating temporary paddock areas.
- 5.32. The recently planted areas of community woodland in the central part of the Character Area are identified as a recreational opportunity. However, these are remote from the allocations and to the south of the A66. The sparse woodland cover generally over the area allows long ranging views, which in the locality of the allocations, include typical elements of urban fringe including overhead power lines and elements of farm and leisure development.
- 5.33. The closest villages are to the west of the allocations, at Redmarshall and Carlton (Carlton being outside the character area to the north, in the Thorpe and Billingham Beck Valley Character Area).

### *Stockton on Tees Borough Council Landscape Capacity Study 2011*

*“Landscape capacity refers to the degree to which a particular landscape character type of area is able to accommodate change without significant effects on its character, or overall change of landscape character type. Capacity is likely to vary according to the type and nature of change being proposed.”*

(Carys Swanwick and Land Use Consultants, Landscape Character Assessment Guidance. Countryside Agency and Scottish Natural Heritage (2002))



- 5.34. The majority of the Harrowgate Lane allocation is within Landscape Unit 105t, which has the following summary capacity assessment:

Landscape Character sensitivity	high
Sensitivity of individual elements	medium
Sensitivity of aesthetic aspects	medium
Visual sensitivity	high
Landscape sensitivity	medium
Value of landscape	medium
Landscape capacity	low

- 5.35. The furthest north east corner of the Harrowgate Lane allocation is within Landscape Unit 106 with the following capacity assessment:

Landscape Character sensitivity	medium
Sensitivity of individual elements	low
Sensitivity of aesthetic aspects	medium
Visual sensitivity	medium
Landscape sensitivity	low
Value of landscape	medium
Landscape capacity	medium

- 5.36. The Yarm Back Lane allocation is within Landscape Unit '88', which is assessed as follows:

Landscape Character sensitivity	low
Sensitivity of individual elements	low
Sensitivity of aesthetic aspects	low
Visual sensitivity	high
Landscape sensitivity	medium
Value of landscape	medium
Landscape capacity	medium

## Ecology

- 5.37. There are no ecological constraints which would prevent development of the sites. However, the following features and populations have been identified and will have to be properly managed as appropriate and taken into account at any planning application stage.
- **Great Crested Newt**- there is a known population at Redwells Pond on Letch Lane and another pond is located at California which has not been surveyed; ponds should be surveyed as part of relevant planning applications. Redwells Pond is more than 500m from the masterplan site and there do not appear to be features on-site to support populations. There is no GCN population present that would prevent development of the site.
  - **Water Voles**- have been recorded in tributaries of Greens Beck; the two tributaries which cross Yarm Back Lane should be surveyed (to 5m from watercourse).
  - **Bats**- mature trees (particularly dead or dying) and agricultural buildings/sheds should be surveyed.
  - **Hedgerows and field boundaries**- are not generally of particularly high quality, but hedges and mature trees should be retained where possible.

- **Streams and watercourses**- two tributaries of Greens Beck which cross Yarm Back Lane and a tributary of Rosedale Beck crosses Harrowgate Lane. Watercourses should be managed appropriately through the planning application and development process.
- 5.38. There is scope for biodiversity improvements across the sites; this includes tree planting and other habitat creation, complementing existing features and providing ecologically managed open spaces to form networks rather than isolated blocks.

## Flooding

- 5.39. The NPPF requires Councils and developers to take full account of flood risk. Indeed one of the Core planning principles identified in the NPPF is to:
- “Promote mixed use developments, and encourage multiple benefits from the use of land in urban and rural areas, recognising that some open land can perform many functions (such as for wildlife, recreation, flood risk mitigation, carbon storage, or food production)”*
- 5.40. The NPPF states that a development must not increase flood risk elsewhere and where possible should reduce flood risk overall, therefore consideration of the management of the increase in surface water run off generated by this development is required. The Strategic Flood Risk Assessment (SFRA) for Stockton Borough Council June 2010 promotes the importance of Green Infrastructure in effectively managing localised flood events and providing potential opportunities for mitigation.
- 5.41. The site is predominantly within flood zone 1. However, areas of the site are vulnerable to surface water flooding as shown on the ‘existing green infrastructure’ plan.
- 5.42. A surface water drainage strategy for the proposed development area should be produced and agreed by the Local Authority. The strategy will identify the best surface water solution that will manage flood risk, improve water quality, and identify the location of the system within the development. Once the drainage requirements have been identified site layouts can be determined. A development of this size will be constructed in various stages and the strategy should highlight how the various phases will form part of the overall surface water management solution, details of how surface water runoff is to be managed during each construction phase should be provided.
- 5.43. Although the Local Authority has does not have a statutory duty to adopt SuDS solutions we strive to work with developers to identify the most appropriate solution for the long term maintenance of these assets, including the funding of those maintenance commitments.

## Archaeology

- 5.44. One of the Core Principles in the NPPF requires that the planning system conserves heritage assets in a manner appropriate to their significance, to be enjoyed by this and future generations. There are no designated heritage assets identified within the sites.



- 5.45. An archaeological desk-based assessment and walkover survey should be undertaken and a report detailing the results submitted with any planning application to develop this site. The desk-based assessment should include an assessment of the potential impact of the proposed development upon Heritage Assets within and adjacent to the site. Further archaeological evaluative fieldwork may be necessary prior to the determination of the application to assess the archaeological potential of the site. The archaeological assessment will inform the development of a strategy, if appropriate, to mitigate the potential archaeological impact of the proposed development; this strategy may include designing the development to avoid impacting archaeological deposits worthy of conservation.

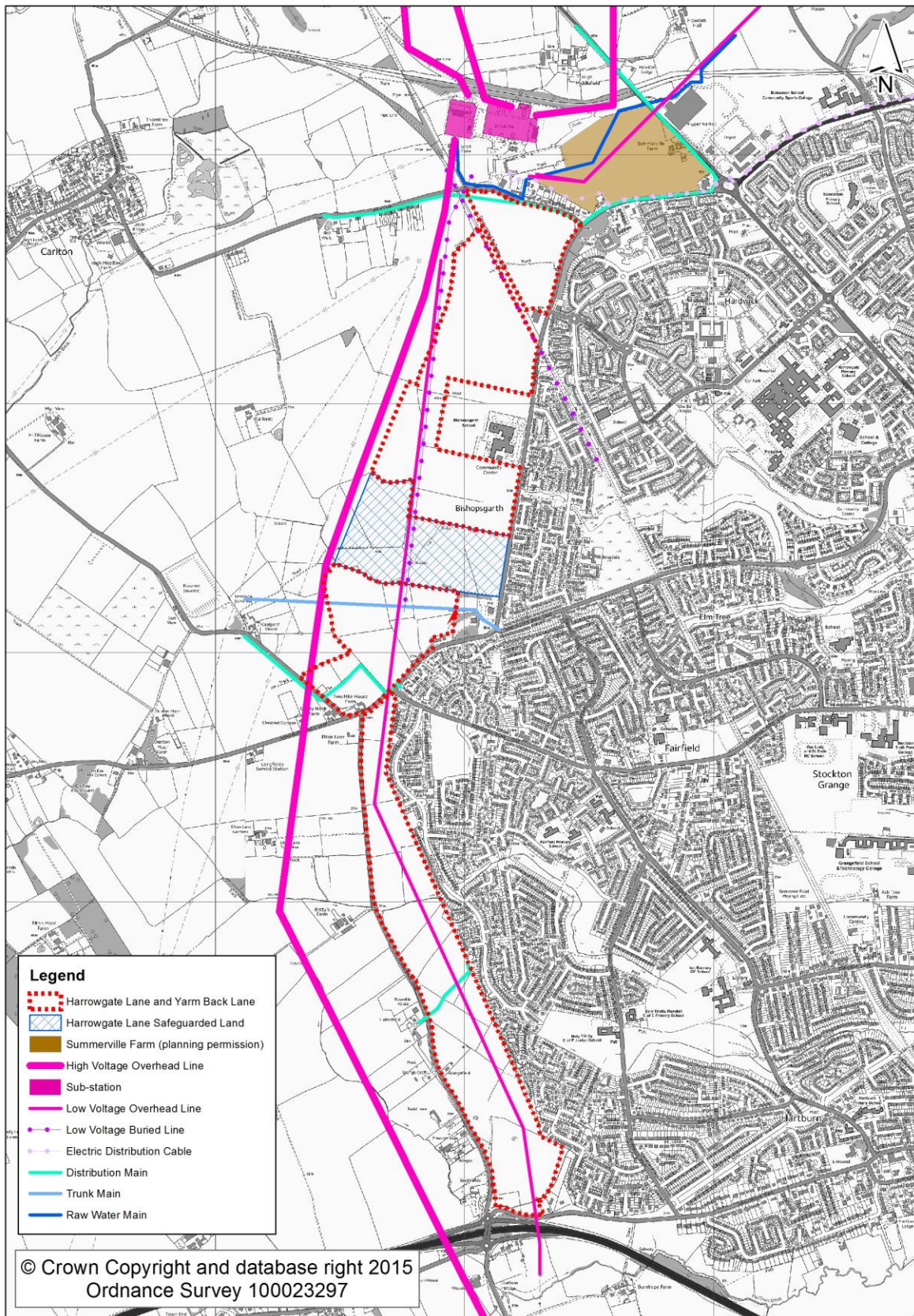
## Contamination/Land Stability

- 5.46. There is no indication that contamination or land stability has the potential to impact upon the development of the site for residential purposes. Further investigation will be required as part of any planning application.

## Services and Utilities

- 5.47. Consultation responses to various recent stages of the Development Plan process, including the Strategic Housing Land Availability Assessment and the emerging Regeneration and Environment Local Plan, have indicated nothing to prevent development of the scale proposed and commented as follows in respect of capacity of existing utilities infrastructure. Existing utilities are shown on the plan below.
- 5.48. In terms of sewerage utilities, the site could connect to the sewerage network in numerous locations. Hydraulic modelling on the network has been completed by NWL and indicates that there is network and treatment work capacity to deal with the proposed development. Surface water is an issue that can be dealt with and there are a number of water courses that can be connected to.
- 5.49. Water mains cross the site and this can be managed through the development process- either by easement or diversion. There are trunk mains at Darlington Back Lane and at the southern end of the Yarm Back Lane allocation.
- 5.50. There is a National Grid underground cable that crosses the Harrowgate Lane site and this will need to be taken into account in any planning applications. There is a low voltage power line running from north to south across the sites. However, Northern Powergrid is actively pursuing proposals to underground the cable off site.

# Utilities Plan



## 6. Infrastructure Requirements

- 6.1. To ensure the delivery of a sustainable urban extension to West Stockton there are a number of essential infrastructure requirements that are required to be delivered alongside the proposed residential development. This document is supported by an Infrastructure Delivery Plan (contained within Appendix 2) which sets out what infrastructure is needed and by when. The key infrastructure requirements identified in the IDP include the provision of:
- Junction enhancements;
  - Other access and transport infrastructure;
  - Community hub (incorporating a primary school, community centre and neighbourhood centre);
  - Green infrastructure;
  - Surface water drainage infrastructure;
  - Affordable housing;
  - Utilities related infrastructure.
- 6.2. The remainder of this chapter provides further clarity regarding the need for this infrastructure.

### Highways and Transportation

- 6.3. Capacity issues are evident at various points on the road network and have been identified within the 'Baseline Summary' section. The following highways junction improvements are required to support the quantum of development proposed:
- Elton Interchange – amendments to the east facing slip roads on and off the A66(T). The junction is operating above its theoretical capacity in the peak periods and as few as 30 additional movements trigger this requirement. Signalisation of the dumb bell interchange that serves the slip roads will also be required.
  - Darlington Back Lane and Yarm Back Lane junction has been the subject of various micro simulation modelling studies by Stockton Council. The resulting signalised junction improvements were found to best accommodate the predicted increased traffic flow, the future need for improved pedestrian movement between the housing areas north and south of Darlington Back Lane, and the anticipated future additional utilities requirements. This signalised junction alignment is shown on the Framework Plans.
  - The Horse and Jockey Roundabout (Durham Road, Junction Road and Harrowgate Lane) will undergo improvements required by the recent planning permission for 350 dwellings at Summerville Farm. Further contributions will be needed from the developers including those at Harrowgate Lane and Yarm Back Lane to fund the improvements which take account of the quantum of development proposed with the allocations.
- 6.4. Individual junction accesses will also be required to serve all sites identified in this masterplan. These would be brought forward under s278 agreements. The proposed signalised junction arrangement to serve a standalone Tithebarn site at the junction of Harrowgate Lane and Leam Lane (located to the south of



Bishopsgarth School) would need to undergo improvements required by the wider masterplan sites.

## Education

- 6.5. The Education Act 1944 first gave Local Education Authorities a duty to ensure sufficient school places to meet the needs of the children of statutory school age (5 to 16) resident in the area. This duty remains in force and is generally referred to as pupil place planning.
- 6.6. On 1 February 2011 the Education Act 2011 (EA 2011) amended the Education and Inspections Act 2006 (EIA 2006) to change the arrangements for establishing new schools. Most new schools will now be established via the academy/free school presumption and the related departmental advice describe the department's expectations of how that process should operate.
- 6.7. The Borough is divided into admission zones and an admission zone is given to each school within the Borough and where parents live will determine their admission zone school. However since September 2000 the Council do not guarantee parents preferences for a school place for pupils who live within the admission zone, if the school is full.
- 6.8. The Council's Strategy for school investment in Stockton-on-Tees identifies the following aims:
  - Provide sufficient school places across the Borough and have between 5-10% surplus places to:
    - Provide every primary pupil a place within 2 miles
    - Provide every secondary pupil a school place within 3 miles
  - Ensure that schools are maintained in a good condition, with maintenance work undertaken
  - Identify opportunities to improve the school stock
- 6.9. The Councils approach to securing education obligations is outlined within the Planning Obligations SPD which also provides a formula for calculating contributions. The SPD identifies that whilst education obligations will usually consist of a financial contribution for the provision of off-site facilities there *'may be exceptional instances where major residential development results in the need for new on-site educational facilities'*
- 6.10. The Council have undertaken the following assessment of schools within admissions zones for the sites:
  - Current situation- census and surplus places
  - Future situation- surplus places based upon pupil projections produced by Tees Valley Unlimited which factors in committed housing development
  - Desktop study for primary provision to determine the feasibility of expanding existing schools.
- 6.11. Review of this evidence highlights that development will have a significant impact on school places in the primary schools within admission zones and that this could not be addressed via expanding existing schools owing to issues of suitability/available space. The development will yield up to 559 additional



primary pupils and taking into consideration the current low surplus places there is a requirement for the development to deliver an on-site educational facility in the form of a two and half form entry primary school. This will offer 525 school places with an admission number of 75 pupils per year group. The school design should allow for upgrading to a 3 form-entry should this be required at a later date. The primary school will also be required to include pre-school/nursery provision; it is envisaged that this will be 52 places (26 places in the morning and 26 in the afternoon).

- 6.12. The development will also over time increase the pressure on secondary school places during the phasing of the building of homes. This will be dealt with via contributions to off-site provision in accordance with the Planning Obligations SPD.

## Neighbourhood Centre

- 6.13. The NPPF contains guidance for plan making for the creation of sustainable places to live and work.

- 6.14. NPPF Paragraph 17 states that Councils should:

*“actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable”*

- 6.15. NPPF Paragraph 38:

*“For larger scale residential developments in particular, planning policies should promote a mix of uses in order to provide opportunities to undertake day-to-day activities including work on site. Where practical, particularly within large-scale developments, key facilities such as primary schools and local shops should be located within walking distance of most properties”*

- 6.16. In promoting planning for healthy communities, NPPF Paragraph 69 sets out the planning system’s role in:

- Facilitating social interaction and creating healthy, inclusive communities
- Publishing policies that aim to create places with opportunities to bring people together who might not otherwise meet, through mixed use development, strong neighbourhood centres, active frontages that bring together those who live and work in the area

- 6.17. Whilst the additional retail capacity generated by the developments could be accommodated by one or two small shops within the sites, it is appropriate to include a small neighbourhood centre which would enable local residents to meet their needs for top-up shopping and other local services without the need to travel by car. This would also meet the guidance in paragraphs 17, 38 and 69 of the NPPF by providing a civic space where people would undertake day to day activities and come into contact with other members of their community. To facilitate top-up shopping, it is likely that any shopping provision will be in units of 280 sq m or less in order to satisfy the regulations around Sunday trading.

- 6.18. Neighbourhood centres within the Borough are generally made up of numerous elements including a convenience store, smaller retail units, community facilities, parking, and service area and landscaping. Given the strategic nature of the site it is considered that up to 0.5ha is a reasonable estimate for the land requirement of a neighbourhood centre. However, this will be dictated by detailed design.

## Community Centre

- 6.19. The Open Space, Recreation and Landscaping SPD identifies a quantity standard of 33 capacity per 1,000 people for community centre provision. Based on 2.4 people per house the development is required to deliver a community centre with a capacity for 170 people. It is anticipated that this could be provided for within a 200-300sqm community centre. Existing community centres are identified on the 'Existing Local Services and Facilities Plan in section 5, these are limited and located some distance away from the sites.
- 6.20. The provision of a community centre could be accommodated within the neighbourhood centre or be a shared facility within the primary school. Should the former be the preferred model of delivery this would be subject to the identification of community management and maintenance.

## Green Infrastructure

- 6.21. Green infrastructure is defined in the NPPF as '*A network of multi-functioning green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.*' It goes on to address the importance of green infrastructure within policy and development.
- 6.22. Paragraph 99 of the NPPF highlights the role of green infrastructure in addressing and mitigating the impacts of climate change and flood risk.
- 6.23. Paragraph 114 of the NPPF advises local planning authorities to include a strategic approach to the creation, protection, enhancement and management of green infrastructure and its role in mitigating the loss of biodiversity.
- 6.24. This is being carried forward in Stockton through policy within the Regeneration and Environment Local Plan and the Green Infrastructure Strategy and its associated Delivery Plan.
- 6.25. Stockton's Green Infrastructure Strategy identifies a 'secondary green infrastructure corridor' running north-south through the masterplan area (from Bishopsgarth, to Fairfiled, to Hartburn). It is currently described as an agricultural landscape with limited public access. The Green Infrastructure Delivery Plan identifies opportunities to enhance this and other elements of the Borough's green infrastructure network in the West Stockton area, taking account of existing green infrastructure such as the footpath between Carlton village and Harrowgate Lane. The Delivery Plan is currently being reviewed, but the most recently published version of the plan states several objectives for the Stockton West area, including the following of relevance to the masterplan area:

- The upgrade of the main multi-user route to Wynyard, which crosses the northern part of the Harrowgate Lane allocation area
  - Develop cycle links aligned to Yarm Back Lane, Darlington Back Lane (west), and Harrowgate Lane, running the full length of the two development sites
  - Develop wider countryside access from west Stockton
  - Tree planning along Harrowgate Lane
- 6.26. There are opportunities for green infrastructure provision in the masterplanning of surface water drainage and recreational routes within the sites, and contribution towards the objectives of the Green Infrastructure Strategy e.g. the potential for the tributary of Rosedale Beck at Harrowgate Lane to be de-culverted and its incorporation into the drainage and recreational network.
- 6.27. As stated above, watercourses associated with the sites flow into Lustrum Beck and have associated flood risk issues. The development of the sites has the potential to improve the performance of water catchment through the management of surface water and reduction of runoff rates by design and incorporation of an extensive green infrastructure network along the watercourse routes through the sites. There is also potential to provide biodiversity enhancements through the creation of ecological networks within these locations.

## Open Space and Recreation

- 6.28. National policy relates the provision of open spaces for sport and recreation to the promotion of healthy living environments. Paragraph 73 of the NPPF requires LPAs to keep up-to-date assessments of the need for open space in their area, and specific qualitative and quantitative need or surplus in local areas. The Council maintains an open space audit for evidence and planning future requirements.
- 6.29. The 2014 PPG17 assessment update which forms an appendix to the Open Space, Recreation and Landscaping SPD shows that, generally, Stockton West has sufficient parks and amenity green space, but a deficit of natural greenspace, outdoor sports facilities, play areas and allotments.
- 6.30. Assuming 1250 dwellings at Harrowgate Lane and 900 dwellings at Yarm Back Lane (based on 2.4 people per house) the developments are required to provide the following level of open space provision:
- No parks or natural green space provision is considered necessary (although desirable) on site across the masterplan area.
  - The SPD identifies that on site outdoor sports facilities should only be considered for developments of over 1000 people and they should be planned strategically in consultation with Leisure and Sports Development. Consultation with the Council's Leisure and Sports Development team has identified that investment should be made to improve existing local facilities and securing public access to provision within the proposed primary school rather than a separate on-site provision.
  - Amenity green space of 4.17ha at Harrowgate Lane, and 3ha at Yarm Back Lane is required to meet the needs of the masterplan area.

- Play space of 2 play units is required at Harrowgate Lane and 1.4 play units is a requirement on Yarm Back Lane.
- 2.4ha of allotment/community garden space is required at Harrowgate Lane and 1.7ha at Yarm Back Lane.

6.31. These should be seen as 'indicative' figures based on the anticipated nature and scale of development. The exact quantity of open space provision will need to be calculated on the basis of the actual number and size of dwellings.

## **Services and Utilities**

6.32. There has been general support from the Statutory Consultees to date, and indication that no unusual requirements would be needed in order to develop the allocated land for the intended housing numbers. Developers will need to undertake further dialogue with services and utility providers as areas are progressed towards planning application stage. Service and utility providers will also be engaged in assessing development proposals as part of the Development Management regime.



## 7. Design Evolution

- 7.1. Developing concept frameworks is an iterative process responding to the information gathered about the sites themselves, the surrounding area and the necessary infrastructure that is required to be delivered as part of the development.
- 7.2. A process of concept evolution has been undertaken through the layering of analysis mapping; this has formulated spatial design principles which formed the basis for the Concept Plan and its evolution into the Strategic Framework Plan (SFP).
- 7.3. As part of the design evolution process a number of design Fixes and Flexes have been established.

### Summary of Design Fixes and Flexes

Fixes
<ul style="list-style-type: none"> <li>• The number of housing units</li> <li>• Existing features (including Bishopsgarth School and existing junctions onto Harrowgate Lane and Yarm Back Lane south of Bishopsgarth School)</li> <li>• Primary Vehicular Movement</li> <li>• Principles of Secondary Vehicular Movement (detailed routes remain a flex)</li> <li>• Key locations of Green Infrastructure</li> <li>• Principles of links between spaces</li> <li>• Placemaking:               <ul style="list-style-type: none"> <li>○ Location of Gateways</li> <li>○ Principle and location of active frontages</li> <li>○ Safeguarding of hedges along main roads</li> <li>○ Principle of Squares and Nodes</li> </ul> </li> <li>• Principle and location of Hub</li> <li>• There is sufficient sewer capacity in place to accommodate the allocations and existing sewer utilities connections are in place to connect into the existing urban network.</li> </ul>
Flexes
<ul style="list-style-type: none"> <li>• Secondary vehicular circulation:               <ul style="list-style-type: none"> <li>○ Access onto Letch Lane for land to the north of the Castle Eden Walkway</li> <li>○ Accesses onto Yarm Back Lane (flex as further detail becomes available)</li> <li>○ Consideration of a secondary/emergency access on the southern part of Harrowgate Lane (possibly left in/left out onto Darlington Back Lane)</li> </ul> </li> <li>• Detail of design, location and scale of play provision within Green Infrastructure</li> <li>• Location/route of links between spaces</li> </ul>

- Detail of location and design of squares and nodes
- Land uses:
  - Principle of an Energy centre
  - Definition of development parcels

## Design Objectives

7.4. The following overarching principles for the site have emerged through the process of developing the strategic framework plan:

### Design Objectives

<b>A place that meshes and interacts with the adjacent residential areas both socially and physically to create a sustainable living environment.</b>
<ul style="list-style-type: none"> <li>• Strong lateral links including cycle/footpath, green infrastructure and leisure</li> </ul>
<ul style="list-style-type: none"> <li>• Development addresses Harrowgate Lane and Yarm Back Lane</li> </ul>
<ul style="list-style-type: none"> <li>• The proposed Hub including land for a primary school and neighbourhood centre uses which serve the new and wider community and is a high quality, attractive, green destination</li> </ul>
<ul style="list-style-type: none"> <li>• Enhanced links will be created to existing community facilities</li> </ul>
<ul style="list-style-type: none"> <li>• A network of public spaces and green spaces will complement the existing green infrastructure</li> </ul>
<b>A place that draws from the varying character zones to create interest and sense of place, whilst retaining a strong unifying identity.</b>
<ul style="list-style-type: none"> <li>• The frontages onto and public realm treatment of Harrowgate Lane and Yarm Back Lane are welcoming and distinctive</li> </ul>
<ul style="list-style-type: none"> <li>• Green/Blue infrastructure sets the framework for development supported by a generous cycle footpath and leisure network</li> </ul>
<ul style="list-style-type: none"> <li>• Gateways, links and nodes within the development installs a unifying design language allowing individual, distinctive character areas off these to feel part of the whole</li> </ul>
<b>A place that creates an attractive, distinctive edge to Stockton and enhanced gateway.</b>
<ul style="list-style-type: none"> <li>• Landmark development and distinctive landscape frontage to reinforce the two significant Stockton gateways that relate to the masterplan (off the A66(T)/Darlington Road from the south west and off Durham Road from the north west – the latter being delivered by an existing planning permission separate to the masterplan)</li> </ul>
<ul style="list-style-type: none"> <li>• A highly visible landscape identity to the western boundary/buffer</li> </ul>

## 8. Concept Frameworks

### Land Use Framework

- 8.1. The Land Use Framework (LUF) is a layer of information that demonstrates that the Strategic Framework Plan can accommodate the required housing and associated infrastructure. The LUF layer has not been incorporated into the Strategic Framework Plan and details the best configuration of land uses, in planning terms.
- 8.2. The Development Objectives for the LUF have been identified as:

Land Uses	
1	A mix of house types, market based housing and affordable housing should be delivered, with consideration given to home working options to promote a low carbon lifestyle
2	Primary school provision will be in the form of a new on site facility, with careful site selection allowing for safe walking routes to school and careful integration of bus stops and car drop off as may be required.
3	Secondary school provision will be captured off site and safe, sustainable routes provided to promote walking/cycling and bus use to these existing schools.
4	A gap in local facilities coverage is identified in the Framework study area. Small scale retail facilities are desirable
5	Safeguard a site for a potential energy centre if the option to install a community energy scheme proved to be the most cost effective solution to meet low carbon standards. Consideration given when planning to potential to utilise other local onsite renewable energy sources

### Housing

- 8.3. These allocations provide an urban extension to West Stockton, making best use of existing services and facilities, and benefitting the economy of Stockton Town Centre. The masterplan also delivers new facilities to serve the future residents where needed.
- 8.4. The development will deliver residential development in accordance with the 'apportionment of housing delivery' table within Section 9 and affordable housing in accordance with policy requirements.
- 8.5. Sustainable development principles will, where possible, focus more residential units in areas with greatest access to services and facilities. Where a school and Neighbourhood Centre for example, are proposed, areas of higher density residential development may be considered appropriate.

- 8.6. Placemaking principles respond to the local character of the landscape and existing neighbouring residential areas, to produce areas each with a distinct identity which are desirable places in which to live.

### *Community Hub*

- 8.7. The principle and location of a hub which incorporates a primary school, neighbourhood centre, community centre and potentially an energy centre has been accepted within the southern element of Harrowgate Lane. Co-locating services and facilities in this way creates a focal point at the centre of the community and promotes linked trips. The following commentary elaborates upon the land uses at this location and provides justification regarding the proposed location.
- 8.8. The siting of the community hub at this location and orientation of uses within can be a matter of for detailed masterplan proposals. Future detailed masterplanning should integrate relevant parking, bus stops and car drop-off points associated with the community hub as appropriate.
- 8.9. The community hub will be an important focus of local community activity and social infrastructure for the new neighbourhoods. The Movement and Placemaking Frameworks consider and respond to this role.

### *Primary School*

- 8.10. The requirement for a primary school to serve the proposed population has taken into account the physical limitations in expanding existing infrastructure and the lack of surplus places.
- 8.11. In order to best serve the proposed development and any expansion in need from the existing neighbourhoods of West Stockton, the school is proposed to be located centrally in the southern Harrowgate Lane allocation.
- 8.12. The school will be the 'anchor' for a community hub comprising the Neighbourhood Centre, recreational open space/playing fields, and capacity for retail and leisure uses to be accommodated.

### *Neighbourhood Centre*

- 8.13. The proposed location within the southern Harrowgate Lane allocation maximises the neighbourhood centres accessibility to both the proposed residential areas and existing neighbourhoods.
- 8.14. This proposed location has been analysed in the context of existing centres within the retail hierarchy to assess any impacts upon their vitality and viability. The scale of potential convenience retail unit proposed is considered to be of a scale suitable for a neighbourhood centre i.e. catering for the day to day convenience needs of local residents

### *Community Centre and Energy Centre*

- 8.15. The community hub will also accommodate a community centre and potentially an energy centre (subject to market demand), to supply energy to the local area.
- 8.16. The provision of a community centre could be accommodated within the neighbourhood centre or be a shared facility within the primary school. Should



the former be the preferred model of delivery this would be subject to the identification of community management and maintenance.

## Green Infrastructure Framework

- 8.17. The Development Objectives for the Green Infrastructure Framework have been identified as:

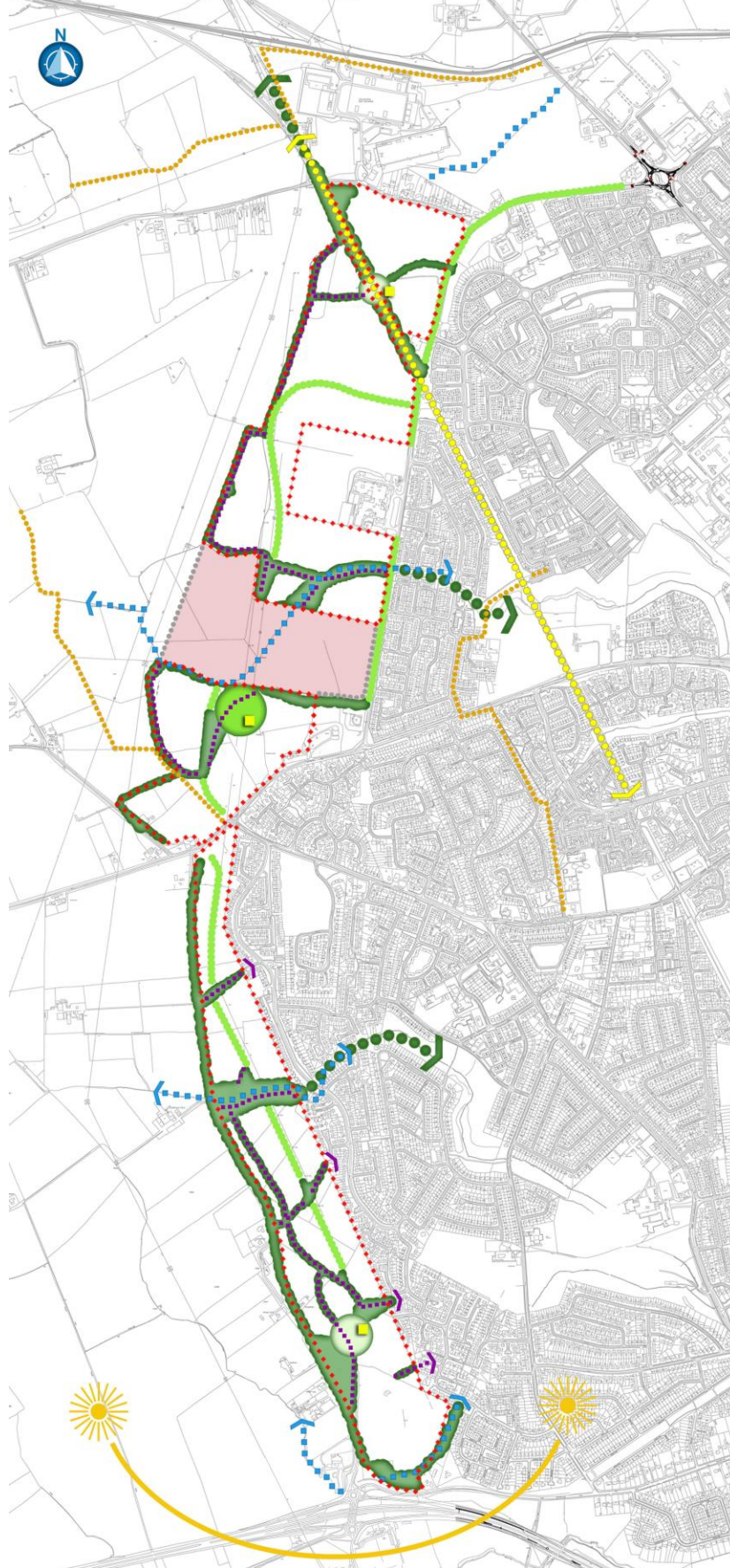
Green Infrastructure	
1	The principle of integrating the new development with existing on-site and off-site green infrastructure is important
2	Green infrastructure should be defined and allocated as being multifunctional
3	Low carbon, sustainable water based infrastructure (SUDs) should be well integrated with green infrastructure
4	Ensuring that green infrastructure is integrated with the street hierarchy and movement routes
5	Given the linear nature of the sites an organised dispersal of green infrastructure is necessary

- 8.18. The 'edge of town' location, open aspect and 'green' nature, presents opportunities to use existing natural drainage and other features to structure the pedestrian/cycle sustainable movement around the proposed neighbourhoods, provide wildlife corridors and sustainable drainage systems. This 'Green Infrastructure' provides an opportunity to create a multifunctional, movement, recreation, social network of spaces and connectivity to the proposed sustainable living environment. The main watercourses that contribute to the green infrastructure of the allocation sites are the tributary of Rosedale Beck that crosses Harrowgate Lane, and the tributaries of Green's Beck that cross Yarm Back Lane.
- 8.19. The Green Infrastructure Framework therefore underpins the Strategic Framework layout and this concept layer has been developed to illustrate the rich mix of landscape/habitat and function that this approach can bring, creating a range of distinct characters and settings for development and a multifunctional resource for residents, visitors and wildlife.
- 8.20. The existing drainage features and water bodies are well distributed across the allocations, which enables the Green Infrastructure Framework to capitalise on these features to propose social and recreational spaces, maximising the un-built area around the features to assist the sustainable drainage of the surrounding development. A system of proposed open spaces, village greens, formal play areas, playing fields, woodland or meadow buffers, and 'pocket parks' is proposed to be delivered as part of the residential development.
- 8.21. One such 'pocket park' is proposed where the Castle Eden Walkway passes through the northern part of the Harrowgate Lane allocation. It is proposed that the tributary of Rosedale Beck south of Bishopsgarth School be de-culverted and incorporated within the sites GI through the provision of community green space. This Green Infrastructure would link across Harrowgate Lane and into the existing urban edge of West Stockton at Leam Lane. A green corridor is proposed along the western boundary of the Harrowgate Lane allocation, which acts both as a visual soft edge to the proposed development and a recreational

link between the Castle Eden Walkway and tributary of Rosedale Beck and cycle path.

- 8.22. To the north of Darlington Back Lane is the proposed community hub. The Green Infrastructure associated with this community hub includes the formal playing fields associated with the school, a village green with formal play area and a linear pocket park linking the hub to the 'square' and system of footpaths and cycleways of the Movement Framework.
- 8.23. The Yarm Back Lane allocation is bisected by tributaries of Green's Beck. This provides an opportunity for allotments/community space and potential for standing water features. This space is connected northwards by Green Infrastructure incorporating a 'Feature Street' which runs north south as a 'spine' through the allocation. The GI responds to the hedgerow patterns, incorporating leisure links and connecting into the existing urban edge of West Stockton.
- 8.24. Towards the southern end of the allocation, is a further pocket park and allotment/community space connected to a planted southern boundary to the A66 by leisure links, which then join the streets of the existing urban edge at Langthorn Grove.
- 8.25. These social and recreational features are linked by a wider cycle and pedestrian network, which combines the Movement Framework with the Green Infrastructure Framework to facilitate and encourage people to consider these modes of movement as their principle modes for local trips.
- 8.26. The Framework shows links to existing footpaths and cycleways, eastwards into the existing urban form of West Stockton, and westwards to features and destinations beyond the allocations.
- 8.27. The Green Infrastructure principle is applied to the Feature and Secondary Street hierarchy of the Movement Framework and wherever possible, verges incorporating Green Infrastructure drainage and pedestrian and cycle routes should be proposed.
- 8.28. The network of landscaped corridors and water bodies will be designed and planted to create new, and enhance existing wildlife habitats and species diversity. The 'greenfield' nature of the area presents valuable opportunities to create residential neighbourhoods rich in biodiversity and well-conceived habitat creation.
- 8.29. The Green Infrastructure, watercourses and small areas of less well draining land are opportunities to locate sustainable drainage systems of various types throughout both the Harrowgate Lane and Yarm Back Lane allocations.

# Green Infrastructure Framework Layer



## Green Infrastructure Framework

- Site Boundary
- Safeguarded Land
- Existing Watercourse
- Castle Eden Walkway
- Public Footpath
- Leisure Links
- Feature Street
- Green corridors
- Village Green
- Pocket Parks
- Play Provision



## Movement Framework

- 8.30. The Movement Framework defines the highways infrastructure necessary to mitigate the traffic impact of the scheme and deliver the Development Objectives for the Movement Framework which have been identified:

Movement	
1	East-west and north-south linkages for movement and transport should be pursued to support both permeability, legibility and linkages with surrounding settlements in order to maximise opportunities to benefit existing services and facilities as a result of development
2	There should be a clearly defined street hierarchy and attendant character/definition
3	Provision of low carbon transport options supporting a shift in the way people move to work, school shopping and leisure. Consider options for the site. Pedestrian and cycle linkages should be a high priority with a focus on maintaining and developing east-west routes and travel to school, work and other transport hubs in order to maximise benefit from existing services and facilities in the existing communities
4	The internal routes through the Harrowgate Lane and Yarm Back Lane sites should enable, a street character and develop active street frontages
5	There should be a series of access points taken off the existing Yarm Back Lane and Harrowgate Lane

- 8.31. Major junction improvements are proposed to accommodate vehicular traffic likely to be generated by development of the land allocated for housing development. These improvements are outlined below and are necessary to support the quantum of development proposed:

- Elton Interchange onto the A66 (T);
- The Darlington Back Lane and Yarm Back Lane junction; and
- The Horse and Jockey Roundabout at Durham Road, Junction Road and Harrowgate Lane

- 8.32. The linear nature of the allocations means that north-south links within the proposed developments are important. Equally, the importance of physically integrating the allocations with the infrastructure of the existing West Stockton area is clear in terms of maximising mutual benefits of each community to its neighbouring communities. As such east-west connections are a priority objective.

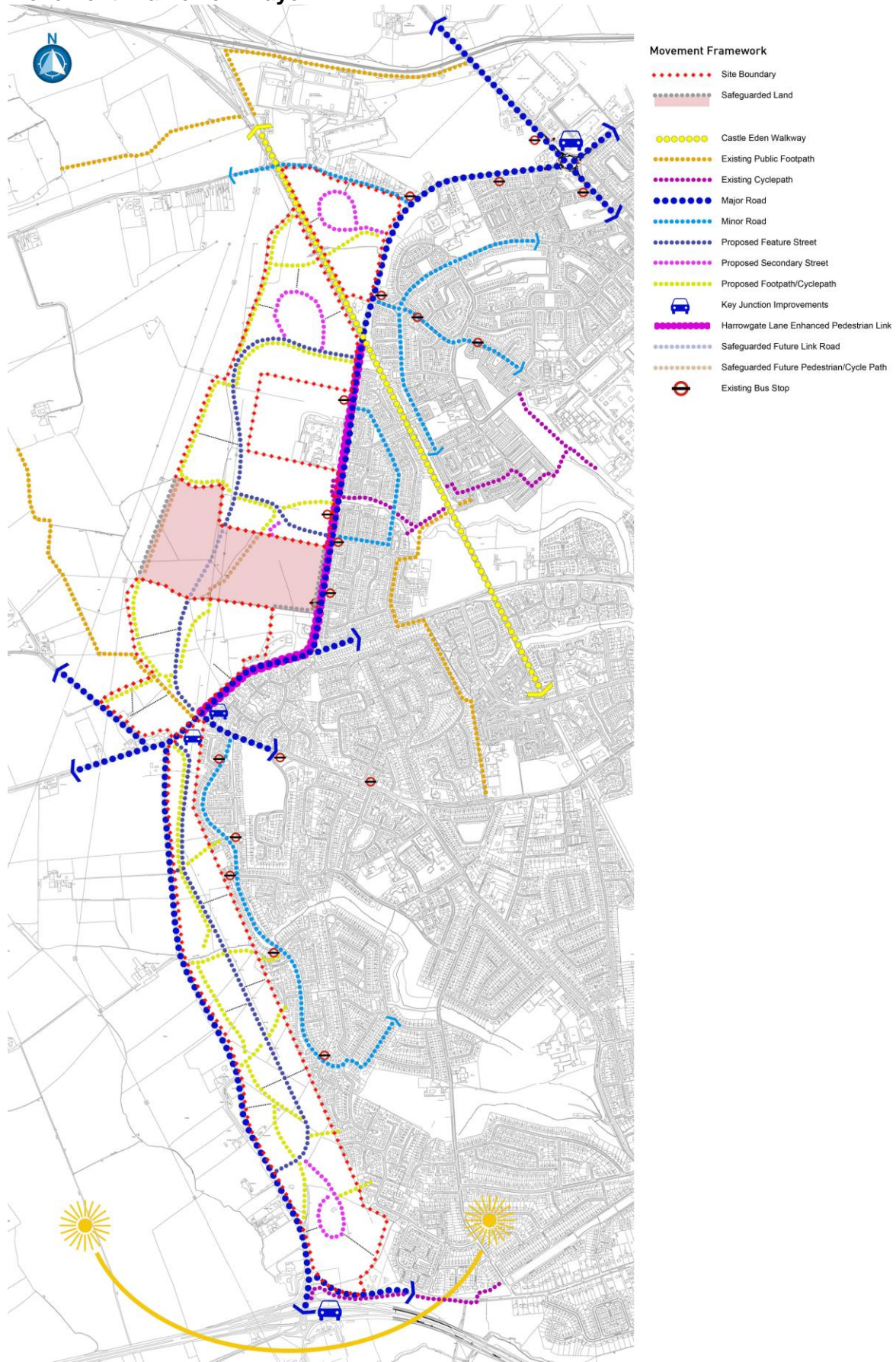
- 8.33. The internal network of proposed streets of the Movement Framework achieves the important links and connections in line with the Design Fixes and Flexes set out in Section 7. The primary routes and infrastructure improvements are fixed and certain. They comprise the existing main roads of Harrowgate Lane and Yarm Back Lane which provide the main external north-south links, and the required vehicular infrastructure improvements including the proposed 'Feature Street' through the two sites. These provide the framework upon which the

principles of the secondary streets can be built. The secondary streets are fixed in principle, with detailed routing being confirmed as each development comes forward as a planning application. Each application proposal will achieve the linkages defined in this Movement Framework to fit with the particular development design proposal.

- 8.34. Feature Street vehicular link connections are proposed from the site to Leam Lane. This link connects the north part of the Harrowgate Lane site, across Harrowgate Lane to Marske Lane Neighbourhood Centre. This link will require careful design of a suitable and improved junction into the site.
- 8.35. The Movement Framework plan shows a further Feature Street vehicular connection into the southern part of the Harrowgate Lane site at the junction of Bishopton Road West and Darlington Back Lane. This link will connect the existing communities of West Stockton and Yarm Back Lane with the proposed community hub. This link will also be developed into an internal 'Feature Street' connecting the south and north allocations across the land which is safeguarded for future development at this time.
- 8.36. To promote sustainable modes of transport, create links with the wider network and ensure that residents to the north of Harrowgate Lane development can access the community hub prior to development of the safeguarded land an 'Enhanced Pedestrian Link' is proposed along Harrowgate Lane. In the longer term the safeguarded land will provide linkages through the site. The 'Enhanced Pedestrian Link' also has benefits from a placemaking context as elaborated upon within the Placemaking Framework.
- 8.37. The matters of vehicular access on to Letch Lane from the north edge of the Harrowgate Lane site, the secondary/emergency access onto Darlington Back Lane from the south edge of the Harrowgate Lane site and accesses onto Yarm Back Lane remain flexible in this Framework and will be a matter of detail in any planning applications for these areas.
- 8.38. The hierarchical street design principles and gateway system is described further in the Placemaking Framework section.
- 8.39. The Land Use and Placemaking Frameworks of this masterplan take account of the sustainable public transport network. The locations of existing bus stops that will serve the proposed development are shown on the Movement Framework layer below.
- 8.40. The sustainable pedestrian and cycle route network comprises extensive north-south and east-west links, with frequent crossing points on the network. The network also integrates with the existing fabric of West Stockton as outlined above, and also to the existing recreational routes and green infrastructure of the wider landscape. In the north of the Harrowgate Lane allocation, the proposed network links into the Castle Eden Walkway and on to east-west recreational routes. To the north of Darlington Back Lane, there are links north-south and east-west to the wider recreational network.
- 8.41. The sustainable route connections into the existing West Stockton network are described above. Internally, the extensive network makes use of the identified green infrastructure network of the allocations and ensures links from the residential development to the proposed community hub. It also ensures links to the open spaces identified in the Green Infrastructure Framework. While the

detailed routes of pedestrian and cycle links is 'flexible', use of existing green infrastructure as recreational routes is a key principle of this Framework and planning applications will be expected to demonstrate use of green infrastructure in route designs.

# Movement Framework Layer





## Placemaking Framework

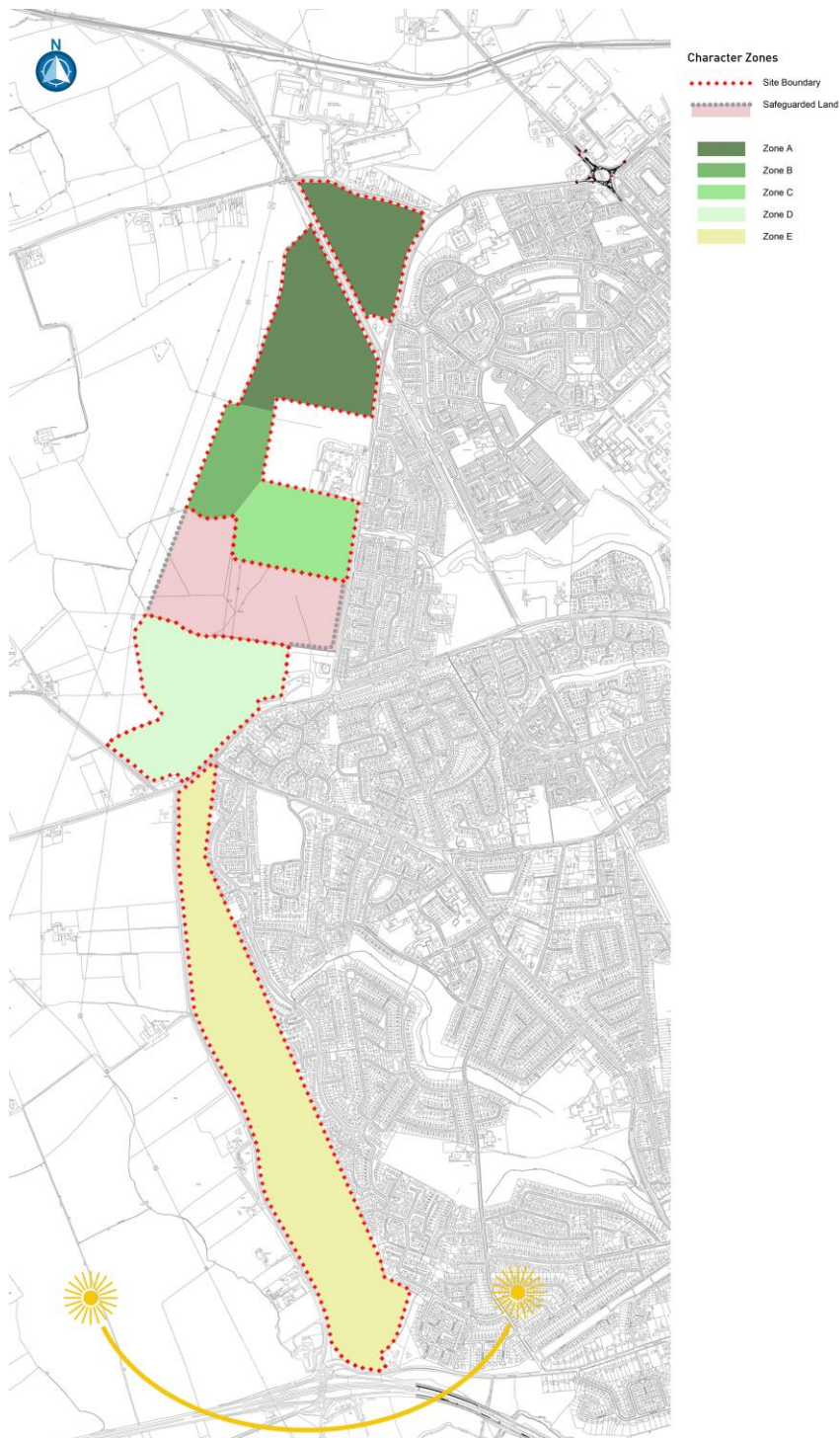
- 8.42. Whilst placemaking principles and opportunities run throughout all the layers of the masterplan, the following identifies and describes the key character areas, and the key features including: gateways, frontages, streets, nodes and squares. Consideration should be given at all times to the creation of living environments that maximise sustainable development principles e.g. orientation of development to exploit opportunities for solar gain.
- 8.43. The Place Making Framework seeks to respond to and deliver the Development Objectives which have been identified:

Placemaking	
1	A range of character areas and developments can be pursued
2	Gateways to encourage the definition of the development/spatial structure and to support legibility should be established
3	There should be active frontages throughout the development including on Yarm Back Lane and Harrowgate Lane
4	Consideration given to orientation and the ability to maximise opportunities for solar energy and solar gain.
5	Development parcels are to be defined and distinguished by both water and green infrastructure as well as by sustainable movement routes

- 8.44. The infrastructure improvements at the junction of Darlington Back Lane, Yarm Lane and Harrowgate Lane will in its own right spatially create a gateway to the development. However it is essential that any proposed architecture, built form or landscaping responds to this by providing high quality design which provides appropriate scale, massing and addresses the road frontage to ensure that a unique sense of arrival is achieved.
- 8.45. The Placemaking Framework shows major roads and proposed 'Feature Street' which run as a spine through the development. Further detail on the quality of design anticipated at these locations is provided in the following Street Hierarchy Design Principles section. The proposed 'Enhanced Pedestrian Link' identified in the Movement Framework plan is intended to lift the pedestrian experience along the existing Harrowgate Lane, joining the north of the masterplan with the Hub and the south of the masterplan beyond. This could potentially include a focused public realm 'uplift', potentially extending the gateway design features out along the existing road to encourage use by pedestrians and cyclists. In the longer term, the delivery of a further north-south link, internal to the proposed development is anticipated on the safeguarded land between the two allocations.
- 8.46. The Framework shows Active Frontages along Yarm Back Lane with the intention to provide a 'Manual for Streets' approach to the streetscape design. This will create opportunities for buildings to front onto the street with wide boulevard verges and planting. This treatment will enhance the street scene and will give the appearance to the car user that lower speeds are expected.
- 8.47. The Framework shows a series of Squares at key nodes and junctions throughout the development. These will be high quality public spaces that will

enhance legibility and sense of character as people move through the development. The Squares are intended to vary in design complexity depending on their size, location and importance. They can provide a formal public space with elements of hard and soft landscaping and a focus on social opportunities, to an informal shared space that is predominantly hard surfacing with the principle of providing an enhanced highway junction. It is essential that all buildings provide an active frontage onto these spaces to enhance the sense of place and increase the sense of security.

## Character Zones



- 8.48. 5 character areas have been identified across the site. The following provides details regarding how each can respond to constraints and opportunities.

#### **Zone A**

- Development should be orientated to interact with internal green infrastructure.
- Create a distinct landscape identity to the western boundary/buffer (a woodland/meadow leisure corridor – Extends into Zones B & D).
- Mix of medium and low density.
- Strong streetscape character provided to Harrowgate Lane

#### **Zone B**

- Unique within the masterplan due to open aspect to most sides. Housing layout should be orientated to benefit from this.
- Potentially lower density, rural character.

#### **Zone C**

- Development should be orientated to interact with internal green infrastructure.
- Mix of medium and low density.
- Strong streetscape character provided to Harrowgate Lane

#### **Zone D**

- Green parkland/eco character to Hub, frontage onto main road and surrounding housing, drawing from existing green character and to create a showcase as the gateway to the wider development.
- A central location for the community hub with facilities for new and existing communities.
- Development should be medium to high density including landmark buildings.

#### **Zone E**

- Subdivided by green infrastructure into three distinct places with a strong north south primary link/boulevard unifying the site and linking it to the community hub.
- Opportunity to create ponds/lakes as part of onsite drainage strategy as settings for development. This can provide a distinct character to development and opportunities for leisure use that can be celebrated.
- Is feasible there is an opportunity to incorporate a destination (for example leisure/sports facility), reinforcing the proposed development's wider benefit along with the proposed Hub.
- Medium and low density.
- Strong streetscape character provided to Yarm Back Lane in line with Manual for Streets principles.

### **Street Hierarchy Design Principles**

- 8.49. Streets make up the greater part of the public realm and the treatment and quality of our streets can contribute significantly to the built environment and the creation of successful townscapes. To ensure that place quality can be instilled in our streets the following principles must be taken forward as part of any future planning application. Precedent examples are used to illustrate the principle of quality and townscape and are not intended to be prescriptive in terms of architectural appearance.

- 8.50. **Primary Gateways** are distinctive arrival points that create an early impression to visitors. The designs of such are important in creating legible urban environments and announce themselves through scale and high quality public realm or landscape forms. They should provide buildings of scale which address the street and provide where applicable, interesting forms of architectural design. The public realm should use creative and innovative design to address elements such as level changes and where possible, should avoid an abundance of unnecessary street furniture.



- 8.51. **Feature Streets** are grand, wide, green spines to the development with active frontages, boulevard tree planting and generous cycle footpaths. They have a distinct character and a different design language to other streets within the development. Feature streets are punctuated by upgraded or new public realm at squares, nodes and gateways.



- 8.52. **Secondary Streets** relate directly to the character of the proposed residential development, with a guiding principle of pedestrian dominant spaces that are rich and varied in design environment. Selective feature tree planting should be used within these spaces and appropriately located to create focal points whilst contributing to the wider green infrastructure.





8.53. **Squares** are formal green or hard public spaces at key locations within the development. These areas should seek to generate activity and community engagement to create social spaces with buildings that address the space with active frontages.

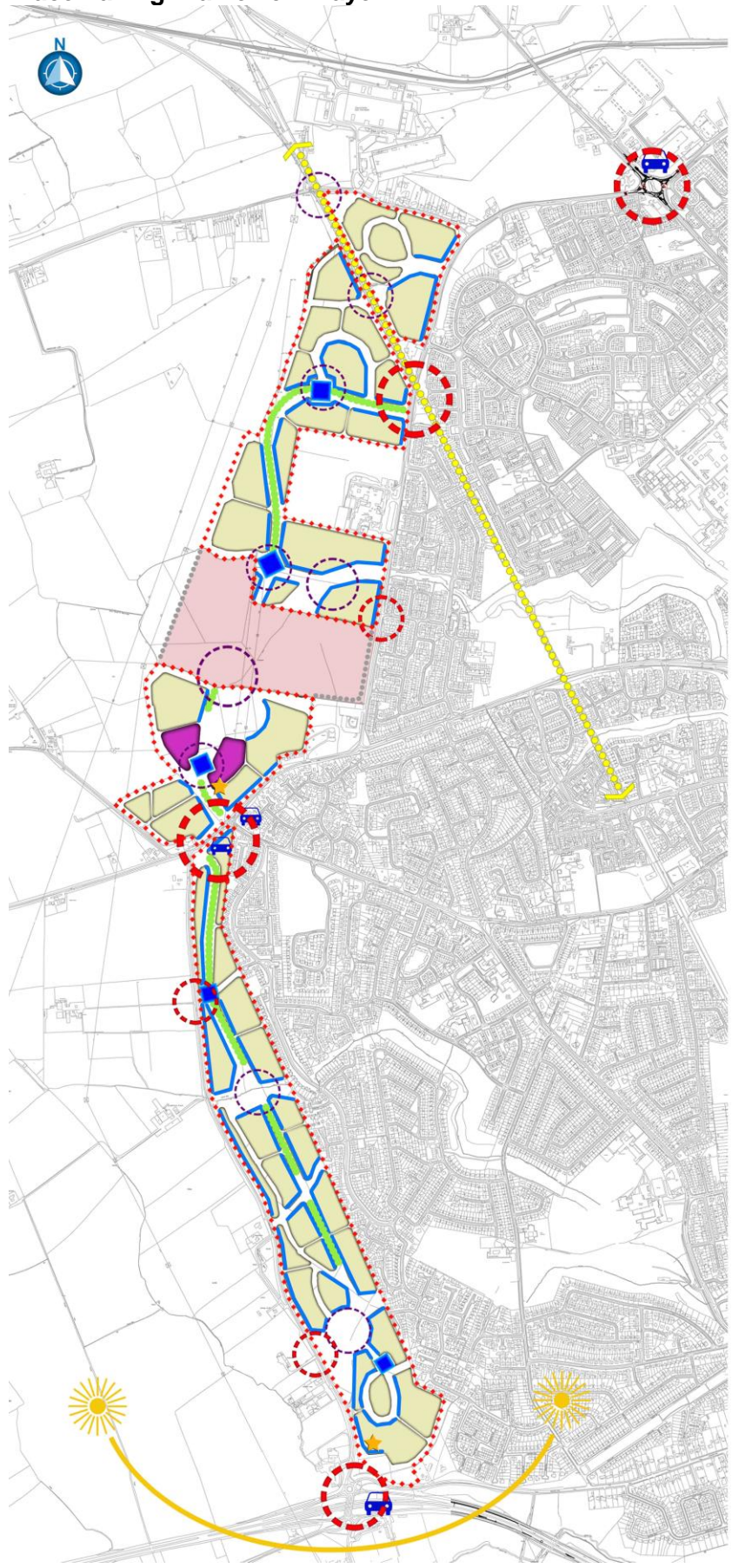


8.54. **Nodes** are happenings, be an uplift in public realm quality, an incidental stopping point, a grouping of several features or converge of routes. They are informal in character and should seek to enhance legibility through the site.

8.55. **Active Frontages** should address the street and/or activate social or recreational use of green infrastructure and public realm. They should create or enhance links to adjacent communities through high quality design and should seek to create a distinctive character and townscape.



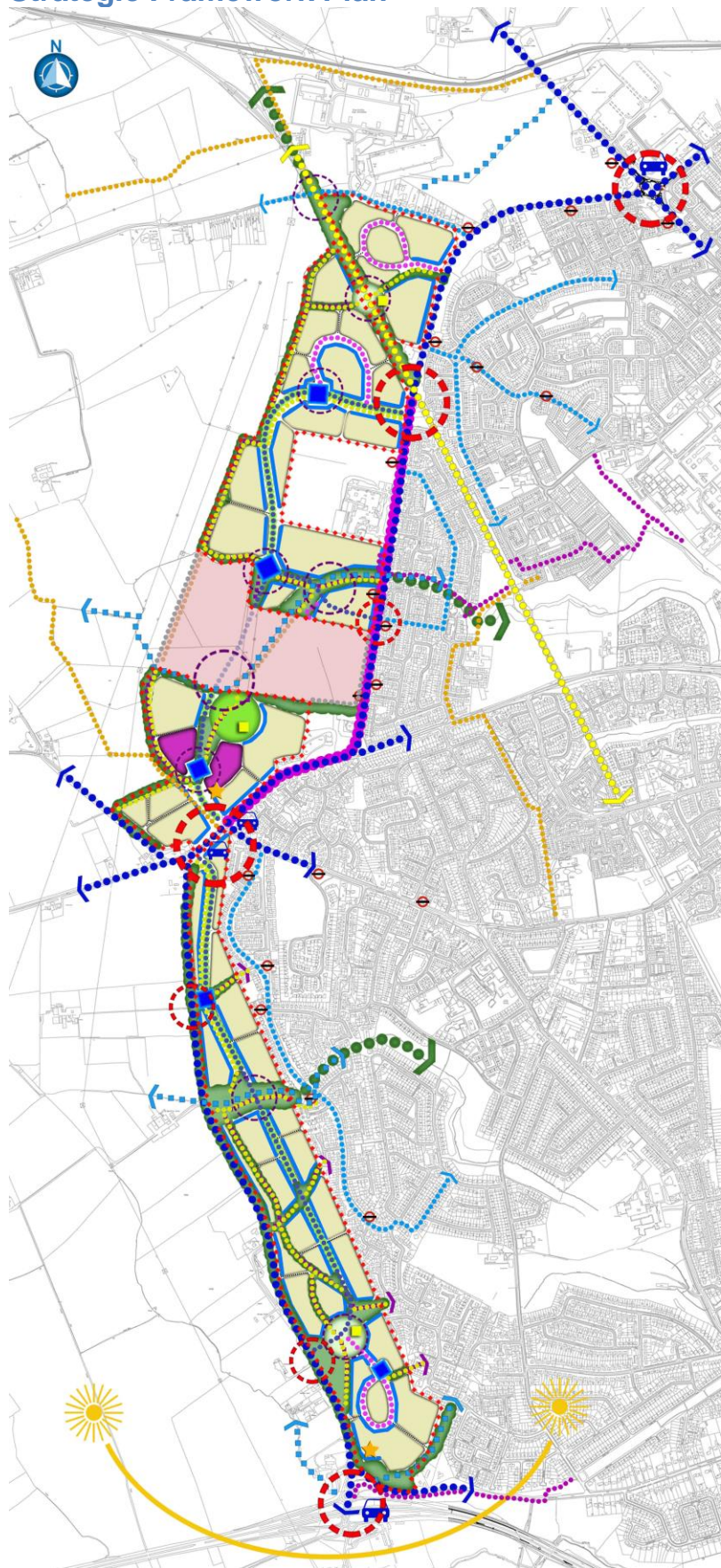
# Placemaking Framework Layer



- Placemaking Framework**
- ..... Site Boundary
  - ..... Safeguarded Land
  - Gateways
  - Nodes
  - Squares
  - Active Frontages
  - ..... Feature Street
  - ★ Landmark Development
  - Hub
  - Development Parcels



# Strategic Framework Plan



## Green Infrastructure Framework

- Site Boundary
- ▨ Safeguarded Land
- Existing Watercourse
- Castle Eden Walkway
- Public Footpath
- Leisure Links
- Feature Street
- Green corridors
- Village Green
- Pocket Parks
- Play Provision

## Movement Framework

- Castle Eden Walkway
- Existing Public Footpath
- Existing Cyclepath
- Major Road
- Minor Road
- Proposed Feature Street
- Proposed Secondary Street
- Proposed Footpath/Cyclepath
- 🚗 Key Junction Improvements
- Harrowgate Lane Enhanced Pedestrian Link
- Safeguarded Future Link Road
- Safeguarded Future Pedestrian/Cycle Path
- 🚏 Existing Bus Stop

## Placemaking Framework

- Gateways
- Nodes
- Squares
- Active Frontages
- Feature Street
- ★ Landmark Development
- Hub
- ▨ Development Parcels

## 9. Delivery

### Planning Application Requirements

- 9.1. Due to the size of the site and the quantum of development that is envisaged, the development of the Harrowgate Lane and Yarm Back Lane sites is expected to be delivered over a time period in excess of 15 years (anticipated to be circa 20 years).
- 9.2. Developers will be expected to engage in pre-application discussions with the Council prior to submitting a planning application for any part of the site.
- 9.3. Owing to the requirement for shared infrastructure the Council's preferred approach is for an outline planning application to be submitted for the whole development. However, due to the site being in multiple land ownerships and the inclusion of land safeguarded for future housing development within the Harrowgate Lane site, it is recognised that separate planning applications may come forward for different areas.
- 9.4. Planning applications will be expected to be supported in the usual way by appropriate documentation, such as Design and Access Statements, Transport Assessments, Ecological Surveys, Land Contamination Assessments, Flood Risk Assessments and Drainage Assessments and supporting viability information. Further information regarding the Council's validation procedure can be found on the Council website; this includes a checklist and requirements for applications to pass the validation procedure.
- 9.5. In order to avoid the piecemeal and poorly integrated development of the site, applicants will be expected to demonstrate how the proposed development would contribute to the vision and development objectives for the site. In addition, applicants will be expected to demonstrate how the development would not prejudice the overall proposals and design objectives/principles of the masterplan. Applicants should use their Design and Access Statement and Planning Statements to not only demonstrate how they have incorporated high standards of design but also to explain how the proposed development would fit together with, and help deliver, the wider masterplan, including necessary infrastructure.
- 9.6. The Council will also expect planning applications for individual phases/parcels of land to demonstrate how their proposals would be integrated with the wider site. Proposals will be required to demonstrate how they will provide vehicular access to the individual sites and provide detailed layouts of all other necessary highway infrastructure and pedestrian/cycle links with adjacent sites including facilitating the future delivery of safeguarded land. Other design considerations, in particular how they would enable the specific requirements of the masterplan to be met, such as the provision of feature, primary and secondary streets would need to be demonstrated. This could be achieved through the submission of a Layout Plan, which provides detailed parcel and plot design work and demonstrates how the structuring elements and character zone guidance of the masterplan framework would be met within the planning application red line boundary.



- 9.7. A Landscape Masterplan should also be submitted to provide details on the delivery of green infrastructure. This should include details on planting to be retained, new planting and green spaces, soft landscaping, boundary treatments, footpath/cycleway enhancement/creation and surface water drainage infrastructure (including SuDS). A Drainage Strategy for the whole site will also need to be submitted and agreed with the Council.
- 9.8. Design codes will be required, where appropriate, for important structuring and unifying elements for the new development, such as the proposed feature street, the community hub, and strategic SuDS and green infrastructure network. The codes will ensure that these elements are co-ordinated and that their anticipated character and function is delivered. The requirement to agree and approve a design code for the relevant phase would be a condition that would be attached to any outline permission. Further guidance on the use of design codes is provided below.
- 9.9. Under the provisions of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (incorporating the 2015 amendments), the development proposed for the Harrowgate Lane and Yarm Back Lane sites may require an Environmental Impact Assessment. Consequently, to establish whether or not a planning application would require an EIA, a Screening Opinion should be sought by the applicant. If it is concluded that an EIA is required, a Scoping Opinion should then be sought to establish the extent of issues to be considered in the assessment and reported in the Environmental Statement. If EIA is required, the Environmental Statement should be submitted along with the formal planning application taking into account the Council's Scoping Opinion.

## Securing Design Quality

- 9.10. Achieving a high quality of design which responds to the setting and characteristics of the site and which has a distinct local identity will be vital for achieving the overall vision for Harrowgate Lane and Yarm Back Lane and for ensuring that the site is a highly desirable place to live. In addition to the guidance contained within this masterplan, a range of supplementary measures are encouraged in order to achieve the design quality objectives for the sites.

### Design Codes

- 9.11. A design code is a technical document providing detailed guidance on aspects of design which provides a quality benchmark that developers of individual parts of the site are expected to adhere to. They are a particularly useful tool for ensuring that there is a consistent approach and that quality standards are maintained in instances like at Harrowgate Lane and Yarm Back Lane where multiple house builders are expected to be involved in the development. Indeed, National Planning Practice Guidance (NPPG) states that:

*“Local planning authorities and developers should consider using design codes where they could help deliver high quality outcomes where for example:*

- *they wish to coordinate design outcomes across large or complex sites to deliver a coherent locally agreed vision;*

- *wish to ensure consistency across large sites which may be in multiple ownership and/or where development is to be phased and more than one developer and design team is likely to be involved...*”
- 9.12. To ensure that the delivery of important structuring and unifying elements for the new development is co-ordinated and that these elements achieve their anticipated character and function, the Council expects separate Design Codes to be prepared. It is acknowledged that separate Design Codes may be required for Harrowgate Lane and Yarm Back Lane. These Design Codes will supplement the strategic guidance in the masterplan by providing more detailed technical design specifications that are based on an inter-disciplinary and integrated design approach.
- 9.13. Developers will be required to work alongside the Council in the preparation of design codes which will be required in a phased manner as required. Further information regarding the phasing of development is provided within the following sections. The requirement to agree and approve a design code for the relevant phase would be a condition that would be attached to any outline permission. All reserved matters and full applications will be required to implement the approved Design Codes. A Design Code process is provided within Appendix 1.

### **Design Review**

- 9.14. North East Design Review and Enabling Service (NE DRES) is an organisation set up to achieve high design quality in the built environment throughout the North East. NE DRES is part of the Design Network and is hosted by RIBA North East
- 9.15. NE DRES provides expert, constructive, impartial advice to developers, planning authorities and other agencies. NE DRES provides advice on the architecture, landscape, urban design and climate change impacts of master plans and development proposals. The remit of NE DRES is to help raise design aspirations and encourage the adoption of more consistent design standards across the North East of England.
- 9.16. Applicants are encouraged to submit proposals for communal land and community buildings for independent design review, where considered appropriate, prior to the proposals being finalised and the application submitted.

### **Infrastructure Requirements**

- 9.17. To realise the vision and development objectives for the Harrowgate Lane and Yarm Back Lane sites as a high quality, sustainable urban extension, a range of physical and social infrastructure is required to support the community created and integrate it with existing communities of West Stockton. This necessary infrastructure must be delivered in a timely and effective manner in order to mitigate the impacts of the development and to create sustainable neighbourhoods.
- 9.18. A detailed Infrastructure Delivery Plan (IDP) has been produced to co-ordinate the delivery of the infrastructure which is necessary to support the development on the Harrowgate Lane and Yarm Back Lane sites. The full IDP is provided in Appendix 2.

- 9.19. The IDP draws upon the evidence base prepared to support the preparation of the masterplan and sets out what infrastructure is needed and the anticipated timescales/phase of development when this should be provided. The key infrastructure requirements identified in the IDP include the provision of:
- Junction enhancements;
  - Other access and transport infrastructure;
  - Community hub (incorporating a primary school, community centre and neighbourhood centre);
  - Green infrastructure;
  - Surface water drainage infrastructure;
  - Affordable housing;
  - Utilities related infrastructure.
- 9.20. Land required to deliver the junction enhancements to support development of the sites is either adopted highways or within the allocation boundary (for which landowners are committed to bringing forward development).

## Housing Distribution and Phasing of Development

- 9.21. The highways network is the limiting factor to housing numbers deliverable across the sites until significant investment can be made by Highways England at Elton Interchange. Dwelling units have been apportioned proportionately across the site based on the percentage of land owned i.e. 26% land allows for 26% of the total 2,150 units.

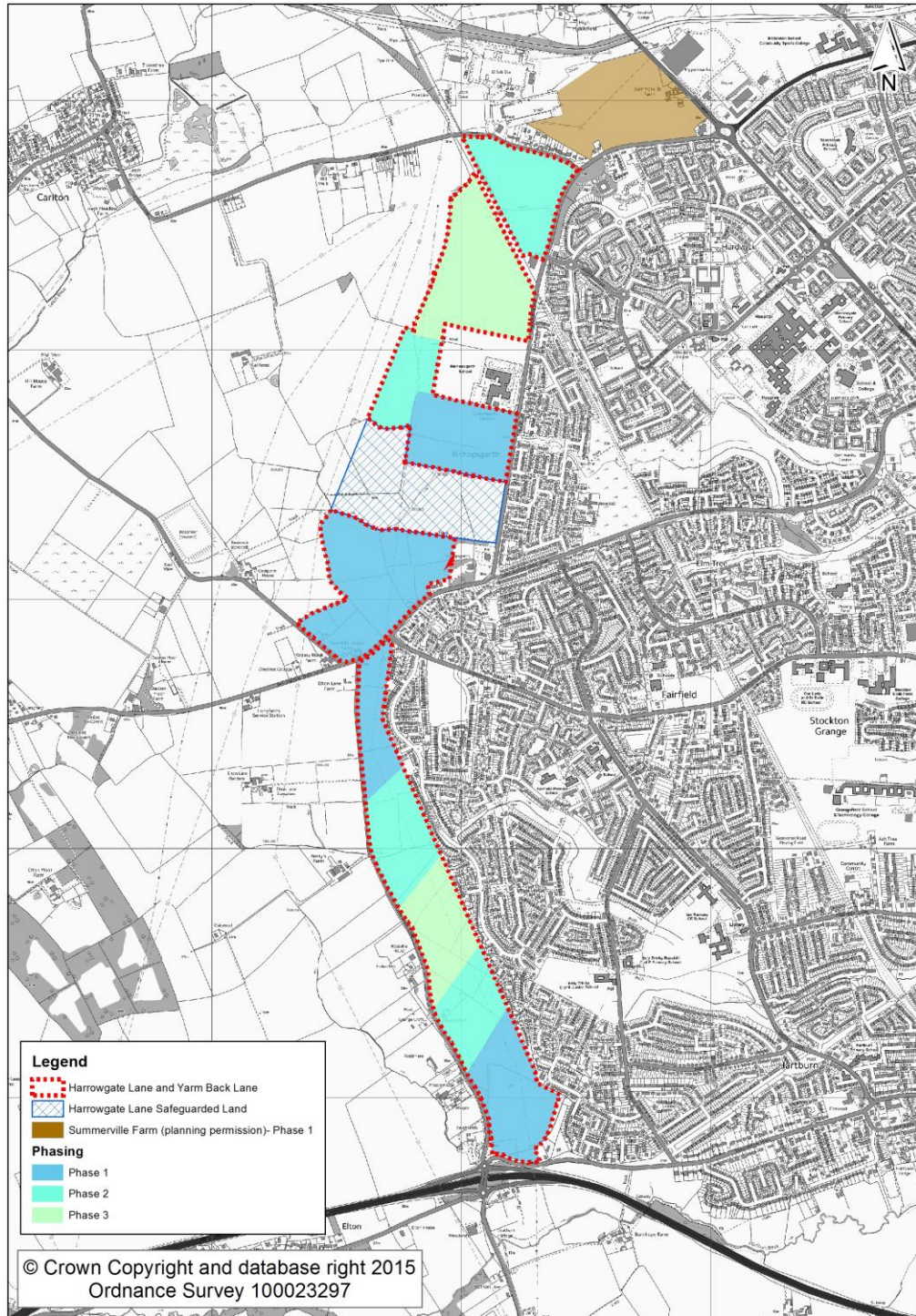
### Apportionment of housing delivery

Character Zone	Total Units
Zone A	558
Zone C and part B <sup>1</sup>	250
Zone B remainder	91
Zone D	392
Zone E	859
<b>Total Dwellings</b>	<b>2,150</b>

- 9.22. Should significant investment in Elton Interchange (above the works identified within this masterplan) come forward during build out of the sites this would release highways capacity and allow for additional residential development to come forward across the sites. This would be subject to assessment of highway capacity and delivery of infrastructure to mitigate the impacts of additional housing development.
- 9.23. The phasing of the development will be crucial for co-ordinating and ensuring the success of the sites. The following Proposed Phasing Plan provides an indication of how the development is expected to come forward. A Phasing and Infrastructure Delivery Schedule is provided within Appendix 3 which has been based on the IDP.

<sup>1</sup> Area 3 on Landownership Plan in Section 5

## Proposed Phasing Plan



- 9.24. The Proposed Phasing Plan takes into account the need for infrastructure to be provided in a timely manner. It also reflects the need to support the development of communities and to avoid, as far as possible, the creation of pockets of development that are isolated from existing or proposed services and facilities.
- 9.25. Owing to the linear nature of the sites it is envisaged that there will be multiple sales outlets with development potentially starting at five separate locations. The southern element of Harrowgate Lane is identified within phase 1 and will deliver



the community hub incorporating a primary school, community centre and neighbourhood centre.

- 9.26. Subsequent phases of development would support the completion of the green infrastructure and feature/primary routes through the sites; thus facilitating the delivery of the safeguarded land at a later date.
- 9.27. As this development is expected to take place over a number of years, it is acknowledged that it is difficult to predict with a high degree of certainty how the development will come forward. The Phasing Plan should therefore be regarded as indicative and will be applied with a degree of flexibility to enable the development to respond to changing circumstances over time.

## Developer Contributions

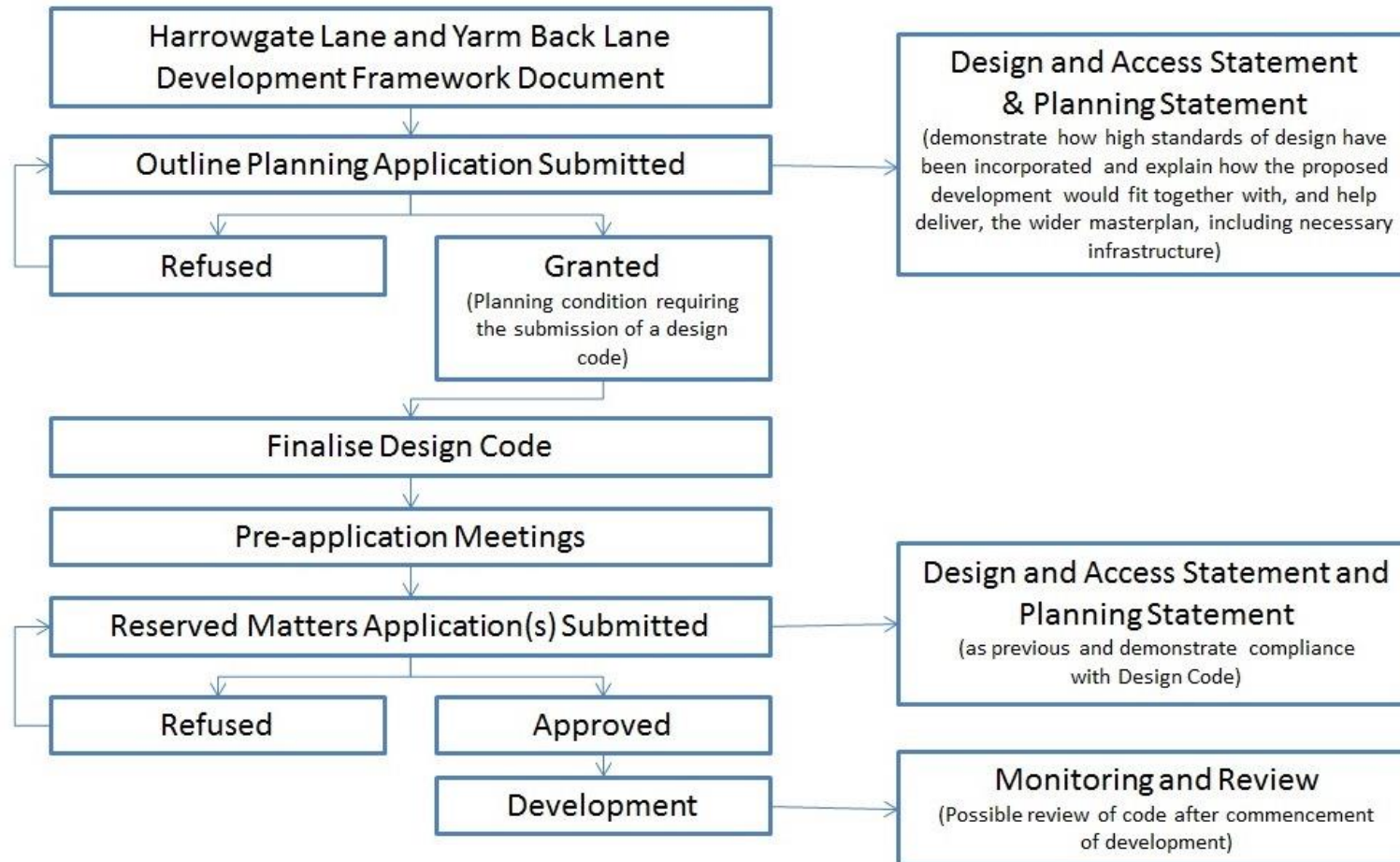
- 9.28. Appropriate contributions will be required from developers in order to deliver the on and off site infrastructure that is necessary to serve the development.
- 9.29. The Council does not have an adopted Community Infrastructure Levy Charging Schedule. Whilst, this could be in place following the adoption of the RELP it is envisaged that strategic sites, including the Harrowgate Lane and Yarm Back Lane sites, will be charged at a nil rate. Therefore, it is proposed that the impacts of the development will be mitigated and necessary infrastructure provided via planning obligation agreement, also known as a Section 106 agreement. Any Section 106 agreement will have regard to the Council's Core Strategy, RELP, Planning Obligations SPD, Affordable Housing SPD and Open Space Recreation and Landscaping SPD.
- 9.30. The main shared contributions requirements of the scheme are a community hub (incorporating a primary school, community centre and neighbourhood centre) and highways junction enhancements at the following locations:
- Elton Interchange;
  - Darlington Back Lane and Yarm Back Lane;
  - Horse and Jockey Roundabout (Durham Road, Junction Road and Harrowgate Lane).
- 9.31. The proposed signalised junction at Harrowgate Lane/Leam Lane to serve a standalone Tithebarn site (Zone C) would also need to undergo improvements as development progresses on the wider DFD sites.
- 9.32. Much of the above infrastructure is required in the early phases of development. It will necessary to ensure that planning application(s) are underpinned by an agreement between landowners and developers regarding contributions and delivery of infrastructure to ensure that it is delivered when it is required and to ensure the viability of the wider site is not compromised. Until the Council is confident that a CIL compliant agreement has been reached it will not be possible to determine planning applications at the site.
- 9.33. It will also be necessary to ensure that residential development across the site does not proceed beyond trigger points identified for the delivery of infrastructure within the IDP; this will be controlled by Section 106 agreements or other mechanisms.

- 9.34. Should Local Growth Fund and Highways England (Housing Growth Fund) funding become available this will limit the upfront infrastructure costs. However, there will continue to be a requirement for developer contributions towards highways junction enhancements and other shared infrastructure.

## Community Engagement

- 9.35. Planning applications for development should demonstrate how the community have been engaged and consulted, and, how this has informed proposals. Community consultation should be undertaken in accordance with the Statement of Community Involvement. Applications should be supported by a Statement of Community Involvement (SCI) where appropriate.

## Appendix 1: Design Code Process



## Appendix 2: Infrastructure Delivery Plan

Infrastructure	Delivery Organisation	Trigger Point
<b>Access and Transport</b>		
Elton Interchange – amendments to the east facing slip roads on and off the A66(T) and signalisation of the dumb bell interchange that serves the slip roads	Either: <ul style="list-style-type: none"> <li>Funded through developers s106 contributions; or</li> <li>Stockton on Tees Borough Council through Local Growth Fund and Highways England/HGF. Local Growth fund to be repaid via developers s106 contributions</li> </ul>	2019/20 based on anticipated phasing (trigger point is 30 additional Passenger Car Units on the slip road for the A66 [it is intended, at this stage, to deliver the A66 slip road and local highway network improvements associated with the A66 Elton Interchange as one scheme]). Proposed to be delivered 2018/19 via a combination of Local Growth Fund and Highways England/HGF
Darlington Back Lane and Yarm Back Lane junction- signalised junction improvements including improved pedestrian movement	Either: <ul style="list-style-type: none"> <li>Funded through developers s106 contributions; or</li> <li>Stockton on Tees Borough Council through Local Growth Fund. Local Growth fund to be repaid via developers s106 contributions</li> </ul>	2020/21 based on anticipated phasing (trigger point is 10% increase in base traffic flows at the junction). Proposed to be delivered 2019/20 via Local Growth Fund
Horse and Jockey Roundabout (Durham Road, Junction Road and Harrowgate Lane)- improvements	Either: <ul style="list-style-type: none"> <li>Funded through developers s106 contributions; or</li> <li>Stockton on Tees Borough Council through Local Growth Fund. Local Growth fund to be repaid via developers s106 contributions</li> </ul>	2020/21 based on anticipated phasing (trigger point is 10% increase in base traffic flows at the junction). Proposed to be delivered 17/18 via Local Growth Fund
New vehicular accesses principally onto Harrowgate Lane and Yarm Back Lane (including a signalised junction at Harrowgate Lane/Leam Lane [Zone C], which would require improvements as development of the wider site progresses)	Developers through s278 schemes	Delivered at the outset of relevant phase of development. Trigger points for improvements to the vehicular access at Harrowgate Lane/Leam Lane will be determined via modelling work for the wider development



Improved vehicular access at Harrowgate Lane /Leam Lane (Zone C)- improvements above a signalised junction arrangement which is required to serve a standalone Zone C is required by the wider development in the DFD	Funded through s106 contributions and delivered through s278 with relevant developer	To be identified through modelling work for wider development
Internal highways network providing links between development zones/phases (including proposed feature, primary and secondary streets)	Developers	Delivered as phases are built out
New pedestrian/cycle links	Funded through s106 contributions and delivered through s278 with relevant developer	Delivered as phases are built out
Improved crossing points	Off-site works to be delivered by Stockton on Tees Borough Council through s106 funding	Delivered at the outset of relevant phase of development
Harrowgate Lane Enhanced Pedestrian Link	Off-site works to be delivered by Stockton on Tees Borough Council through s106 funding. On-site works to be delivered by developers	Improved as Zone A,C and D are delivered
Improvements to Castle Eden Walkway	Off-site works to be delivered by Stockton on Tees Borough Council through s106 funding	Improved as Zone A is delivered
<b>Community Hub (Zone D)</b>		
Provision of a serviced 2.8ha site for the provision of a primary school (including access from the existing highway network)	Developers	2018 (circa 80 houses based on anticipated phasing)
Provision of an on-site 2 ½ Form Primary School (incorporating a pre-school/nursery)	Developers/Other	Phased delivery acceptable: <ul style="list-style-type: none"> <li>• Form 1- September 2018 (circa 130 dwellings based on anticipated phasing)</li> <li>• Form 2- September 2020 (circa 350 dwellings based on anticipated phasing)</li> <li>• Remaining 1/2 Form- September 2022 (circa 650 dwellings based on anticipated phasing)</li> </ul>
Community Centre	Developers	Delivered as Zone D is built out
Neighbourhood Centre	Developers/marketed for development	Delivered as Zone D is built out

<b>Green Infrastructure</b>		
Provision of open space (including formal play, village green, woodland, landscape frontages, pocket parks/happenings and allotments/community space)	Developers	Delivered as phases are built out. Anticipated that maintenance will be provided by developers through a maintenance company which would be financed through a householder service charge
<b>Surface Water Drainage Infrastructure</b>		
<p>The provision of surface water management strategy for the whole development, demonstrating how each phase of the development will link in to the overall surface water drainage solution. This management plan would deal with provision and management of Suds during construction phases.</p> <p>The provision of critical surface water drainage infrastructure required to manage flood risk from surface water runoff during construction phase.</p> <p>Details of SuDS techniques that are to be provided to attenuate flood risk and improve water quality to be agreed between NWL, SBC and the developers. This will include how above ground features will be integrated in to the Green Infrastructure as multi-functional open space</p>	NWL to adopt pipes and control structures (limited to 1 in 30 year events). SuDS features (for up to 1 in 100 year events) will be maintained by a management company set up by the developer. Land associated with SuDS features will remain in the developers ownership (the local authority will not take ownership of the land or undertake the maintenance of these features)	Delivered as phases are built out possibly 1 system for YBL and 1 for and HL. To be financed through a householder service charge
<b>Affordable Housing</b>		
Affordable housing will be required within a range of 15-20% subject to viability evidence	Developers in partnership with Registered Providers	<p>In accordance with the Affordable Housing SPD the Council will seek to agree the following trigger points for delivery:</p> <ul style="list-style-type: none"> <li>no more than 50% of the open market housing to be substantially completed prior to the handover of 50% of the affordable</li> </ul>

		housing units <ul style="list-style-type: none"> <li>no more than 85% of the open market housing to be substantially completed prior to the handover of 100% of the affordable housing units</li> </ul>
<b>Utilities</b>		
Gas- connection to existing infrastructure and possible reinforcement where required	Developers/National Grid	Phasing conditions may need to be agreed to ensure that upgrades are completed prior to development
Electricity- connection to existing infrastructure and possible reinforcement where required	Developers/National Grid	Phasing conditions may need to be agreed to ensure that upgrades are completed prior to development
Water- provision of connections and possible upgrades to local water supply where required	Developers/Northumbrian Water	By agreement between developers and utility providers
Wastewater- provision of connections to existing public or combined sewer and possible reinforcements to existing infrastructure where required	Developers/Northumbrian Water	By agreement between developers and utility providers
Telecommunications- Provision of connection to communication ducts and possible reinforcements to existing infrastructure	Developers/Utility provider	By agreement between developers and utility providers

## Appendix 3: Phasing and Infrastructure Delivery Schedule

	PHASE ONE							PHASE TWO							PHASE THREE					
	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
<b>HOUSING DELIVERY</b>																				
Zone A																				
Zone C and part B																				
Zone B remainder																				
Zone D																				
Zone E																				
<b>INFRASTRUCTURE DELIVERY</b>																				
<b>Access and Transport</b>																				
Elton Interchange																				
Darlington Back Lane and Yarm Back Lane junction																				
The Horse and Jockey Roundabout																				
New vehicular accesses to site*																				
Internal highways network																				
New pedestrian/cycle links																				
Improved crossing points																				
Harrowgate Lane Enhanced Pedestrian Link																				
Improvements to Castle Eden Walkway																				
<b>Community Hub</b>																				
Provision of serviced site for primary school																				
Primary school																				
Community centre																				
Neighbourhood centre																				
<b>Green Infrastructure/Surface Water Drainage Infrastructure</b>																				
<b>Affordable Housing</b>																				

Timescales contained within the schedule are based on the Infrastructure Delivery Plan (Appendix 2). Further clarification regarding trigger points is available within the Infrastructure Delivery Plan.

\* Trigger points for improvements to the vehicular access at Harrowgate Lane/Leam Lane will be determined via modelling work for the wider development. Therefore this infrastructure has not been identified