

Residential Development Brief

Location:

Yarm Road Gateway

Date: March 2011



Stockton-on-Tees
BOROUGH COUNCIL

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1. Purpose of the brief

The Yarm Road Gateway site is important visually, forming part of the gateway road corridor on the approach to the southern entrance of Central Stockton.

The aim of this brief is to guide future development on this key site by outlining the Council's aspirations for the area. The status of the brief is that of an outline guide that clarifies policy and establishes clear principles relating to land use, site planning and building form. The brief will be a material consideration in future planning applications and therefore any future redevelopment must pay due regard to the area's features, planning objectives, constraints and opportunities raised within this document. Any future planning submissions are subject to standard development control procedure.

The brief establishes that the most effective and efficient redevelopment of the Yarm Road Gateway area identified would be via a mutually beneficial agreement between landowners. The Council urges landowners and prospective developers to hold negotiations to achieve the most sensible way forward; the Council is not proposing any development itself. Piecemeal development may prejudice the comprehensive regeneration of the site and would not be acceptable to the Council however it is accepted that the development of the site may have to be phased. To ensure comprehensive redevelopment takes place developers will be requested to demonstrate how an individual proposal or phase fits into an overall view of how the site will be developed.

2. Location

Appendix 1 illustrates that the site has direct access to the A66(T) that in turn links to the A19(T) and A1(M). The physical location of the site is to the South of Stockton Town Centre between the A135 Yarm Road, the A66 and the branch railway line. The A135 Yarm Road forms the eastern boundary of the site and the A66 forms the southern boundary. The railway line runs parallel to the west / northern boundaries. The site roughly triangular in shape falls within the proposed Core Area of the emerging Core Strategy.

Surrounding the site, there are a mixture of commercial and residential uses, with primarily commercial properties to the south and residential properties to the north and North East. The area directly East of the Yarm Road site received approval for residential development. The area directly North of the Yarm Road site currently consists of housing of a modern character, erected in the 1990's consisting of a variety of family type dwellings, mainly two storeys in height. Directly West of the site over the railway border is rural grass land, an area of open public space. Stockton Town centre lies around 1.5 miles to the north and Yarm is around 3 miles to the south.

3. Site Area

4.9 Hectares approximately (49,000m²)

4. Land Ownership

Appendix 2 indicates that Stockton-on-Tees Borough Council own a significant portion of the site; the remaining area is in private ownership.

Currently 6 specific ownerships are identified within the site boundary. All land components detailed are required to secure an acceptable design solution to allow for a suitable residential development to proceed.

5. Existing Land Uses

Stockton Borough Council land is under Direct Services jurisdiction and used as a depot site. The private ownership areas are used for a variety of purposes. Nifco UK operate a plastic injection moulding facility, a relatively clean industrial process. Their site includes a significant portion assigned for car parking. Cleveland Meat Co. Limited currently operate a meat processing plant on their site, Skippy Waste Services operate a skip hire business from this site of which a large area is used for skip storage. Vickers Construction, a local building firm also maintain premises on site.

6. Objectives

The key objectives of this development brief are:

- Maximise the potential of an important gateway site into Stockton;
- Provide a development that complements and links to current and proposed residential developments adjacent to the site, particularly Hartburn Village and the Visqueen housing site;
- Improve the street frontage onto the A1027, Yarm Road;
- To create and/ or improve existing linkages with surrounding land uses;
- To create a sustainable development;
- To reduce the impact of surface runoff on the wider drainage network.
- Make efficient use of Brownfield land.

7. Site History

A brief resume of the site history is based on historical information held on the Local Authorities GIS system, provided by Landmark Information Group Ltd, and historical data held by the Authorities Environmental Unit. Copies of the base maps are located in Appendix 3 together with a Historic Environment Record search for the area. A developer may be required to evaluate the archaeological potential of the site at a time prior to any development commencing.

LIG Ltd 1857 – 1861*

The site is largely undeveloped showing field boundaries which form the site boundaries to the south. At this early date both the railway line and Yarm Road are already in place. There is evidence of a settlement on site although this early mapping is not clear.

LIG Ltd 1898-1899*

The site remains as fields as in the original map, the updated information provides a greater level of detail, Yarm Road and the Railway line are clearly marked and on site Manor House Farm is clearly marked as a settlement. To the immediate south of the site boundary a small row of housing is marked as Melrose Terrace.

LIG Ltd 1923-1924*

The site remains unchanged from the previous mapping information. Further information emerges regarding the land use on neighbouring sites including Eaglescliffe Iron Works to the North West of the site and an Eaglescliffe Hotel to the North East.

LIG Ltd 1932-1950*

The site and neighbouring land remain unchanged.

Present Day 2010:

The present day map illustrates the significant alterations to the site and its boundaries. To the south the A66 is in place where Melrose Terrace once stood. The map also shows the significant industrial development on site including all existing buildings and their uses including the SBC Depot, Abattoir and Nifco UK factory.

The buildings on site have been used for offices (B1), General Industrial (B2) and storage/warehousing (B8) purposes.

8. Planning Applications

In recent years the Yarm Road Gateway area has been the subject of 30+ planning applications. These applications include new buildings, extensions and change of use for a range of business activities. A summary list of pertinent information is located in Appendix 4.

9. Site Features and Urban Context

The site lies adjacent to the intersection of the A66 and A1027 Yarm Road, giving swift connectivity to Stockton Town centre, Darlington, Middlesbrough, the A19(T) and A1(M). The site is enclosed to the west and north by a railway line. To the south the site is enclosed by the A66 and to the east by the A1027 Yarm Road. Appendix 5 & 6 provide an analysis of site location and context.

To the north of the railway line is Hartburn Village, one of the most affluent residential areas in the borough. To the south of the A66 lies the Preston Farm Business Park, a prestigious industrial estate. To the west of the railway line is Six Fields Park, an area of public open space that is currently being developed by Stockton Borough Council as a local park. To the east of the A1027 Yarm Road is the former Visqueen industrial site which is currently being developed as a large housing estate.

Any development will need to address the intrusive impact of the railway, the A66 and to a lesser extent, the A1027 Yarm Road. This would likely include planting a buffer strip adjacent to these locations.

There is very little vegetation within the site other than a number of mature trees along the boundaries of the site. These trees are important landscape elements in the area and should be retained and integrated into buffer planting or green space. The site is relatively flat with heights mostly varying between 18 and 20 metres above mean sea level.

No part of the site is within flood zones 2 or 3.

Built form mostly comprises low rise light industrial buildings with large areas of concrete or bitmac hardstanding. There are no listed buildings or buildings of architectural interest on the site. At the northern end of the site is the Nifco UK plastics factory which comprises several industrial units and offices between 1 and 2 stories in height. To the south of this is a meat processing plant which includes several buildings between 1 and 2 stories in height. The south eastern part of the site is occupied by a council depot and comprises an office, warehouse buildings and areas for the storage of building materials. The south western corner of the site is currently occupied a skip hire company and a building firm. This includes low rise office accommodation, warehousing and hard standing for the storage of materials.

The following recreational, retail and transport facilities are within comfortable reach of the development area:

- Preston Park (1.2 miles)
- Ropner Park (0.8 miles)
- Stockton High Street (1.6 miles)
- Durham Tees Valley International Airport (6.8 miles)
- Thornaby Train Station (1.8 miles)
- Eaglescliffe Train Station (1.7 miles)
- Yarm High Street (3.2 miles)
- Peter Barretts Garden Centre (0.6miles)
- Hartburn Primary School (1.3miles)
- Oxbridge Lane Primary School (1.2 miles)
- Bus services are available from all Centres.

10. Contamination

There are 24 features on or within 250m of the site. These include point, linear and polygon sites of potential risk and several discharge consents relating to the adjacent stream. In addition there is a single part b process located with the 250m of the site. There are no known existing or closed landfill sites on or within 250m of the site. The site [and land within the 250m buffer] has NOT been declared as Contaminated Land under Part IIA of the Environmental Protection Act 1990. Please see report and associated drawings in Appendix 7 to this brief.

Investigation work would be required to determine the level and extent of the contaminants relating to these features. It is therefore recommended that further investigations are completed on the site to determine the extent of remedial works which may need to be undertaken. Please refer to the following link for further guidance:

<http://www.stockton.gov.uk/citizenservices/environmentalhealthintro/contamland/>

A relevant remediation strategy would be required to accompany any planning applications to develop the site.

11. Flood Risk

The site will require a full flood risk assessment to account for potential flooding from all sources including main rivers, ordinary watercourses, fluvial and surface water flooding. It will also need to demonstrate that any other approved developments in the vicinity of the site have also been taken into consideration.

The Flood and Water Management Act 2010 removes the automatic right to connect to an existing sewer for surface water drainage and to that end, the site will require a sustainable drainage solution. The sustainable drainage solution will need to take into account the wider surrounding area and potential for sustainable drainage beyond the site boundary needs to be explored. The sustainable drainage scheme will require approval from the Local Authority and any SUDS approving board which may be in place at the time of development. The sustainable drainage scheme must be built to adoptable standard and a bond would be required to protect the interests of the Council and property owners. A commuted lump sum for maintenance would also be required.

12. Constraints

- Potential contamination levels;
- A flood assessment is required for the site;
- RSS housing allocation;
- The proximity of the railway and A66 have a detrimental effect on the character of the site. Substantial buffer planting will be required to mitigate their impact;
- The railway line will prevent access to green space to the west of the site. Construction of a pedestrian footbridge in this location is likely to be unfeasible;
- Noise mitigation measures potentially required arising from the proximity of the railway, A66 and Yarm Road;
- Requirement to incorporate sustainable drainage;
- Need to demolish existing buildings and hardstanding;
- Lack of existing on site infrastructure.

13. Opportunities

- Within limits of development the proposed housing development on the former Visqueen site provides a precedent for future development;
- Enhancement of existing mature tree planting along the site boundaries could form the basis of a green buffer to the A66 and railway while improving environmental quality within the site;
- Potential to improve a gateway site into Stockton from the A66;
- Within easy reach of transport arteries for local and national destinations;
- Proximity to local amenities;
- Potential for a cutting edge sustainable development;
- The site lies within Flood Zone 1. All types of development are appropriate in this zone;
- Proximity to affluent residential areas including Hartburn Village;
- Lack of on site infrastructure will provide flexibility in the design and planning of the site. In particular this will allow for the provision of boulevard planting and high quality public realm.

14. Local Plan Designations

In 2004, the Planning and Compulsory Purchase Act introduced major changes in the way decisions about the long term planning and development of areas are made. The Act requires local authorities to prepare and maintain a 'Local Development Framework' (LDF), to replace existing local plans. The LDF is an umbrella term and will actually comprise a number of planning documents otherwise called 'Local Development Documents' (LDD) which together will set out the Council's long term planning policies and proposals.

At the present time the Stockton-on-Tees Borough Council are preparing a number of LDDs. The only Development Plan Document (DPD) currently adopted is the Core Strategy DPD, which was adopted in March 2010. The

Core Strategy is the overarching strategic document which sets out the development strategy for the Borough.

The LDDs which make up the LDF will supersede policies within the Stockton-on-Tees Local Plan (1997) and Draft Alteration No1 to the Local Plan (2005). At the present time there are a number of saved Local Plan policies which continue to form the basis for determining planning applications alongside the adopted Core Strategy.

Local Development Framework: Core Strategy

The following provides a key summary of relevant Core Strategy policies. This list is not exhaustive.

Core Strategy Policy CS1: The Spatial Strategy

Supports new development to be located within the conurbation, to assist with reducing the need to travel with priority given to previously developed land in the Core Area to meet the Borough's housing requirement. Particular emphasis will be given to projects that will help to deliver the Stockton Middlesbrough Initiative and support Stockton Town Centre.

The site lies within the Core Area as indicated on the Core Strategy Strategic Diagram.

Core Strategy Policy CS2: Sustainable Transport and Travel

- 1. Accessibility will be improved and transport choice widened, by ensuring that all new development is well serviced by an attractive choice of transport modes, including public transport, footpaths and cycle routes, fully integrated into existing networks, to provide alternatives to the use of all private vehicles and promote healthier lifestyles.*
- 2. All major development proposals that are likely to generate significant additional journeys will be accompanied by a Transport Assessment in accordance with the 'Guidance on Transport Assessment' (Department for Transport 2007) and the provisions of DfT Circular 02/2007, 'Planning and the Strategic Road Network', and a Travel Plan, in accordance with the Council's 'Travel Plan Frameworks: Guidance for Developers'...*
- 3. The number of parking spaces provided in new developments will be in accordance with standards set out in the Tees Valley Highway Design Guide. Further guidance will be set out in a new Supplementary Planning Document.*

Core Strategy Policy CS3: Sustainable Living and Climate Change

Policy CS3 details the requirement for:

- Residential developments achieving a minimum of Level 3 of the Code for Sustainable Homes up to 2013, and thereafter a minimum of Code Level 4;
- New non-residential developments will be completed to a Building Research Establishment Environmental Assessment Method (BREEAM) of 'very good' up to 2013 and thereafter a minimum rating of 'excellent';

- The minimum carbon reduction targets will remain in line with Part L of the Building Regulations, achieving carbon neutral domestic properties by 2016, and non domestic properties by 2019...
- To meet carbon reduction targets, energy efficiency measures should be embedded in all new buildings. If this is not possible, or the targets are not met, then on-site district renewable and low carbon energy schemes will be used...
- For all major developments, including residential developments comprising 10 or more units, and non-residential developments exceeding 1000 square metres gross floor space, at least 10% of total predicted energy requirements will be provided, on site, from renewable energy sources;
- Additionally, in designing new development, proposals will:
 - Make a positive contribution to the local area...
 - Be designed with safety in mind, incorporating Secure by Design and Park Mark standards, as appropriate;
 - Incorporate 'long life and loose fit' buildings, allowing buildings to be adaptable to changing needs. By 2013, all new homes will be built to Lifetime Homes Standards;
 - Seek to safeguard the diverse cultural heritage of the Borough...

Core Strategy Policy CS4: Economic Regeneration

Point 7 of CS4:

'Employment sites which are viable and attractive to the market will be protected from increasing pressure for redevelopment for alternative uses which may secure higher land values, for example housing.'

The site currently contains employment uses. This loss will be a material consideration in the determination of any planning application

Core Strategy Policy CS5: Town Centres

Point 7 of CS5:

'Should any planning application proposals for main town centre uses in edge or out-of-centre locations emerge, such proposals will be determined in accordance with prevailing national policy on town centre uses as set out in Planning Policy Statement 4: Planning for Sustainable Economic Growth or any successor to Planning Policy Statement 4.'

Core Strategy Policy CS7: Housing Distribution and Phasing

Policy CS7 outlines how the Borough's housing needs will be managed through the release of land consistent with:

- Achieving the Regional Spatial Strategy requirement;
- Maintaining a 'rolling 5-year supply of deliverable housing land';
- The priority accorded to the Core Area;
- Seeking to achieve the 75% target of dwelling completions on previously developed land.

Core Strategy Policy CS7: Housing Mix and Affordable Housing

Policy CS7 details the requirement for:

- Sustainable residential communities will be created by requiring developers to provide a mix and balance of good quality housing of all types and tenure in line with the Strategic Housing Market Assessment (incorporating the 2008 Local Housing Assessment update);
- A more balanced mix of housing types will be required. In particular:
 - Proposals for 2 and 3-bedroomed bungalows will be supported throughout the Borough;
 - Executive housing will be supported as part of housing schemes offering a range of housing types, particularly in Eaglescliffe;
 - In the Core Area, the focus will be on town houses and other high density properties.
- Developers will be expected to achieve an average density range of 30 to 50 dwellings per hectare in the Core Area and in other locations with good transport links;
- Affordable housing provision within a target range of 15-20% will be required on schemes of 15 dwellings or more and on development sites of 0.5 hectares or more. Affordable housing provision at a rate lower than the standard target will only be acceptable where robust justification is provided. This must demonstrate that provision at the standard target would make the development economically unviable;
- Off-site provision or financial contributions instead of on-site provision may be made where the Council considers that there is robust evidence that the achievement of mixed communities is better served by making provision elsewhere;
- The mix of affordable housing to be provided will be 20% intermediate and 80% social rented tenures with a high priority accorded to the delivery of two and three bedroom houses and bungalows. Affordable housing provision with a tenure mix different from the standard target will only be acceptable where robust justification is provided. This must demonstrate either that provision at the standard target would make the development economically unviable or that the resultant tenure mix would be detrimental to the achievement of sustainable, mixed communities;
- Where a development site is sub-divided into separate development parcels below the affordable housing threshold, the developer will be required to make a proportionate affordable housing contribution.

Core Strategy Policy CS11: Planning Obligations

1. *All new development will be required to contribute towards the cost of providing additional infrastructure and meeting social and environmental requirements.*
2. *When seeking contributions, the priorities for the Borough are the provision of:*
 - *highways and transport infrastructure;*
 - *affordable housing;*

- *open space, sport and recreation facilities, with particular emphasis on the needs of young people.*

Further guidance relating to the Council's own requirements is contained in Supplementary Planning Document 6: Planning Obligations and Supplementary Planning Document 2: Open Space, Recreation and Landscaping SPD. Other infrastructure requiring contributions may include public realm, landscape character, biodiversity and geodiversity, tree planting, employment and training, education, community facilities, community safety, and public art.

Detailed financial breakdown of S106 contributions will be made available at the point of application. Figures lower than the standard requirement for a specific area will only be acceptable where robust justification is provided. An open book economic appraisal of the costs of development and of the returns will be necessary to demonstrate the level of planning obligations that can be generated from a proposed development. It is assumed that unless this information is provided that full and appropriate levels of planning obligations, including affordable housing shall be delivered. It is the duty of the applicant to demonstrate otherwise.

In order for viability appraisals to be produced, applicants need to understand the level of expected planning obligations to make the development acceptable in planning terms. This can be done through pre-application discussions, reading the adopted policies or contacting the Council's relevant officers. This should conclude with a heads of terms drafted and submitted along with the application.

Should there be any concern regarding the viability of a scheme, independent appraisals will be necessary to confirm the level of obligations that can be offered. Although independent experts or mediators may be required to progress negotiations, the responsibility for the final determination of the application remains with the local planning authority.

Stockton-on-Tees Local Plan and Alteration No1 Saved Policies

EN13: Limits to development

The site lies within the limits to development. Limits to development have been identified around the main urban core and the villages. In the countryside beyond these limits, development is strictly controlled inline with Policy EN13.

HO3: Development on Unallocated Sites

Within that limits to development residential development may be permitted provided that:

- i. The land is not specifically allocated for another use; and

- ii. The land is not underneath electricity lines; and
- iii. It does not result in the loss of a site which is used for recreational purposes; and
- iv. It is sympathetic to the character of the locality and takes account of and accommodates important features within the site; and
- v. It does not result in an unacceptable loss of amenity to adjacent land users; and
- vi. Satisfactory arrangements can be made for access and parking

15. Acceptable Land Uses

The site lies within the core area as specified within the Core Strategy DPD. With this in mind, the following land uses may be considered appropriate for this development.

- C3 Dwelling Houses;

Residential development should be mindful of Core Strategy Policy CS8 with regards to type, tenure and density.

16. Unacceptable Land Uses

- Units which are incompatible with new residential development;
- Development which does not take account of site context and surrounding development;
- Development which is of a low architectural and visual amenity standard Town centre uses.

17. Targeted Recruitment & Training

Stockton Borough Council is committed to maximising the recruitment and training benefits of residents of disadvantaged communities within the Borough of Stockton-on-Tees.

Any Contractor will be expected to work with Stockton Borough Council's Labour Market Co-ordinator, together with training and employment organisations identified by Stockton Borough Council, including Construction Skills the Sector Skills Council and Industry Training Board for the construction industry in order to secure resources needed to deliver these development requirements.

Any action taken by Stockton Borough Council to broker relationships between a Contractor and local individuals/firms/agencies does not imply and should not be deemed to imply that they or their agents consider the individual/firm/agency as suitable for engagement by a Contractor. Within this

context the Council will work with local agencies to help facilitate the achievement of the targeted recruitment and training requirements.

Please see Appendix 8 for a targeted recruitment method statement, full and further information is available through the Labour Market Co-ordinator

18. Layout Principles

Appendices 9 and 10 illustrate broad layout concepts. They show indicative block forms which should comprise residential development and preferred circulation routes. The appendices also depict key site linkages and views, illustrating the need for gateway buildings, and buffer strips along the railway and A66. The layout illustrated in appendix 8 is based on a 40 units per hectare density delivering 165 units on site. Developers will be expected to achieve an average density range of 30 to 50 dwellings per hectare in the Core Area in which the Yarm Road Gateway area is located.

Site Planning, Built Scale and Massing

The scheme must provide a strong frontage onto Yarm Road at this important gateway site. It should also respond to the scale and massing of the adjacent residential areas of Hartburn and the proposed development on the Visqueen site in particular, the extent of landscaping and relationship of properties to Yarm Road. It is envisaged that buildings will be a generally a minimum of 2 Storeys rising to 3 or possibly 4 storeys adjacent to proposed open spaces, at the main entrance and areas adjacent to Yarm Road. Corner plots should generally comprise properties of at least 2.5 stories and should respond to their corner locations with active frontages on both streets. Blank elevations will not be acceptable on the gable end of properties located on corner sites.

The Building line should be mostly joined to form continuous street frontages and enclose space and set back a minimum of 3m from the rear of footpath or cycleway. Any proposals should achieve both a seamless integration with the existing urban context while at the same time provide quality new architecture.

The vehicular access points should have active frontages for pedestrian users and boulevard tree planting.

The requirements of pedestrians entering the site need to be fully considered. The proposed residential development including the new access routes from the site are shown on Appendix 8. Pedestrian routes to entrances should be clearly visible, safe and attractive.

Architecture

Excellent design is expected on this prominent site. Use of high quality materials and innovative design is essential particularly given the sites

location. Principles of sustainable development should be incorporated into the development.

Urban Realm and Landscape Architecture

High quality design is expected on this prominent site. Use of high quality materials is essential. Street trees should be included where possible. Open spaces should be overlooked on all sides by active frontages in order to reduce antisocial behaviour. Secured by Design Guidance focusing on crime prevention at the design, layout and construction stages should be incorporated in any development proposal.

Consideration should be given to the use of public art to promote the development.

19. Access Principles

The development site will need to align with the Transport Policies as set out in Local Transport Plan 2006 – 2011 and will need to consider the five key objectives of Congestion, Road Safety, Accessibility, Air Quality and Other Quality of Life. The development infrastructure will need to be constructed in accordance with the Council's Design Guide and Specification.

The internal road network of the development should be designed to meet standards set out in Manual for Streets. The only adjacent highway to the site is A1027 Yarm Road. This is a principal, dual carriageway road with a 30mph speed limit. Any access must comply with standards set out in Design Manual for Bridges and Roads.

A Transport Assessment and Travel Plan must be provided for the site at the Planning Application stage. With reference to the guidance on Transport assessment, any future planning application that maybe submitted will be required to assess the impact at the Interchange plus undertake merge/diverge analysis on the slip roads, with particular emphasis on the east facing slip roads.

Pedestrian routes should be provided to channel pedestrians conveniently to the bus stops on Yarm Road. This will enhance public transport for the residents of the site.

There are no cycle routes adjacent to the site. Safe routes should be provided to link the site with cycle routes at Concorde Way which provide access to routes throughout the region.

Enhanced bus stop and bus priority systems are being provided at the site as part of the Visqueen development. These facilities must not be compromised by the development, and where feasible enhanced.

Because of the high standards required for accesses onto principal roads, and the approved Visqueen development on the east side of Yarm Road, it is suggested that the site is served by a single access plus an emergency access. The main access should be provided from an amendment to the approved traffic signal junction at the Visqueen development. A fourth leg should be added to the junction to serve the site. It will not be permitted for the existing access to be used as it would form an uncontrolled crossroad with Innovation Court on the east side of Yarm Road. The emergency exit must not be available for general traffic. It should be formed as left in/left out (no gap formed in central reservation) and may be linked to a pedestrian route to the bus stops.

20. Sustainable Development

The redevelopment of the Yarm Road Gateway site should be at the cutting edge of sustainability, both in terms of innovative building designs, which cause minimal climate change emissions, and in protecting the local environment.

The principles of sustainable development should be incorporated into any planned development from its conception, through the design process to realisation. We expect all homes to meet a minimum of Level 4 of the Code for Sustainable Homes (Department for Communities and Local Government). In Stockton Borough, Policy CS3 of the Core Strategy requires that all new residential developments achieve a minimum of Code Level 3 up to 2013 and a minimum of Code Level 4 thereafter

Energy

The aim is to strive for carbon neutral buildings, by minimising energy use and incorporating renewable energy production. A developer will need to provide a minimum of 10% on site renewable energy generation. In order to do this they will need to estimate energy demand for the development as a whole.

Building design should include innovative measures and materials that reduce the energy demand for the building. This could include: -

- **Orientation** to make best use of solar gain;
- Use of energy efficient lighting and electrical appliances;
- Exceptional levels of insulation and air tightness;
- Use of passive solar gain for heating and cooling.

Buildings should also incorporate renewable energy generation, such as: -

- Solar PV;
- Biomass powered Combined Heat and Power (CHP) generation, incorporating a community-heating scheme for all buildings in the development.

New external landscape and street lighting and electrical street furniture (Car Park ticket machines, bus stop lighting, information displays etc) should also utilise renewable energy where appropriate, being powered by a mix of solar and wind.

Water use and drainage

The aim is to minimise use of mains water in buildings, to create a Sustainable Urban Drainage System (SUDS) and ensure that drainage does not have a negative impact upon surrounding areas.

- Buildings should utilise rainwater harvesting and / or grey water recycling systems;
- All water fittings to be of a low water use design;
- Appropriate Sustainable Urban Drainage Systems (SUDS) to be used, with holding ponds (if appropriate) to be designed as an amenity resource, and to encourage wildlife;
- SUDS to include permeable landscape surfaces and measures for treatment of run-off water.

Ecological Systems

The aim is to ensure that the existing ecological value of the site is protected, and where possible enhanced.

- Carry out appropriate ecological survey of existing site (e.g. Phase One habitat survey). An accredited expert should carry this out;
- Carry out soil survey to allow for planting of appropriate species;
- Protect existing trees during construction in accordance with British Standards;
- Provide micro-habitats e.g. mixed hedgerow, log piles, bat/bird boxes, lizard hides;
- Landscape designs should attempt to connect larger areas of green areas with green corridors;
- Consideration should be given to “Green Roofs” on buildings, which could be created as habitats for specific species, as well as providing benefits of insulation and pollution reduction;
- Species should be chosen to thrive in the local growing conditions e.g. drought-tolerant in car park areas;
- A variety of appropriate plant species should be included to improve the ecological value. This should include native species and species which will attract local fauna;
- Design planting to minimise maintenance requirements;
- Design planting to create a beneficial microclimate;
- Consider use of planting to help improve temperature control in buildings and at street level.

Materials

The aim is to ensure that appropriate good quality materials for Sustainable Designs are used, and that waste is minimised.

- Consider lifecycle assessment (LCA) and environmental impact of different construction materials. Where ever possible, for each construction material the LCA should include the entire life, from raw material acquisition to end of life disposal;
- Materials should be sourced locally, where available;
- Timber must be from sustainable sources;
- Re-use materials whenever possible (e.g. top soil) to minimise waste and offsite disposal;
- Use recycled materials whenever practicable;
- Use contractors with a sound and proven environmental policy (preferably ISO 14001 or EMAS accredited).

Transport

The aim is to reduce reliance upon private cars for transport: -

- Encourage cycling and walking to, around and through the site;
- Provide cycle routes and pavements separated from the roads;
- Provide secure on site storage for cycles;
- Ensure there is a bus stop within 400m of every building;
- Development should be in accordance with local sustainable transport plan;
- Feasibility for a Home Zone to be explored.

Home Zones are residential areas designed with streets to be places for people, instead of just for motor traffic. Home Zones allow the street and public realm to become areas for social interaction and play and are encouraged in new developments. However adequate levels of parking for occupiers and visitors will be required. The local authority will consider the adoption of appropriately designed Home Zones provided they are built in accordance with Department for Transport guidance 'Manual For Streets'.

Waste

The aim is to manage waste in a sustainable and effectively manner, in accordance with local refuse collections. All applications for new developments are expected to include a waste management plan

- Provide sufficient internal and external storage for effective separation of waste;
- For additional guidance on Sustainable Development please refer to Planning Policy Statements 1 and 10;
- PPS1 sets out the Government's overarching planning policies on the delivery of sustainable development through the planning system. Published February

2005. This replaces PPG Note 1: General Policies and Principles (published February 1997);

- PPS10 sets out the Government's policy to be taken into account by waste planning authorities and forms part of the national waste management plan for the UK. Published July 2005. This replaces PPG Note 10: Planning and Waste Management (published 1999).

Environmental Systems – Sustainable Urban Drainage Systems (SUDS)

- Retain rainwater on site to allow for replenishment of groundwater supplies, and minimise irrigation requirements;
- Use permeable paving which allows for water to be stored underground and to slowly seep into subsoil, instead of leaving the site via the drainage system. Use of this system depends upon local geological and hydrological conditions;
- Use soakaways as an alternative method of water retention. Use of this system depends upon local geological and hydrological conditions;
- Use holding ponds to store water. These can also be used as an amenity resource, and as a way of increasing ecological value of the site;
- Use of specialised drainage elements on green roofs to temporarily store rainwater for plants to use during dry periods. Rainwater can also be collected from here for external irrigation and other uses;
- Maximise use of existing topsoil and other materials on site;
- Retain existing topsoil for re-use on site and minimise off-site disposal of soil
- If extra topsoil is required, investigate manufacturing topsoil on site using available materials and imported green waste.
- The local authority is open to the adoption of SUDS schemes that are appropriately designed and include sufficient maintenance payment.

Ecological Systems

- Retain and protect existing ecological value of site;
- Carry out ecological survey and landscape assessment of the existing site. This should be carried out by accredited experts;
- Carry out soil survey to allow for planting of appropriate species;
- Enhance ecological value of site;
- Design planting to minimise maintenance requirements;
- Design planting to create a beneficial microclimate;
- Use planting to improve temperature control in building;
- Provide micro-habitats e.g. mixed hedgerow, log piles, bat/bird boxes, lizard hides;
- Species should be chosen to thrive in the local growing conditions e.g. drought-tolerant in car park areas;
- Plant a variety of appropriate species to improve the ecological value. This should include native species where appropriate, and species which will attract local fauna;
- Shrubs planted next to building can create dead airspace, which will improve insulation of the building;

- Climbers on the building provide shade to wall surface, and some insulating effects from the wind;
- Protect existing trees during construction in accordance with British Standards
- Trees planted on site keep air temperatures at ground level cooler, reduce air pollutants and provide shelter from the wind;
- Trees should be planted in relation to solar gain for the building. Trees planted to shade east/west-facing windows will reduce solar gain in the summer. South facing windows should not be shaded to maximise solar gain in the winter;
- Use green roofs to increase the area for planting (or 'brown roofs').
- Green roofs cool and humidify the surrounding air, as well as reducing dust, smog and noise levels;
- Green roofs improve thermal insulation in winter, and reduce temperature of building in summer.

Materials and Energy

- Minimise energy use in the external areas;
- Where external lighting is required, use only low energy lighting (compact fluorescent luminaries);
- Security lighting should switch on and off automatically, low energy dusk til dawn security lighting to be used where PIR activated lighting may cause a nuisance;
- Use appropriate materials for sustainable design;
- Consider lifecycle assessment and environmental impact of different construction materials for hard landscape e.g. walls, fences, paving.
- Timber used should be from a sustainable source;
- Recycled materials can often be used e.g. recycled aggregate for sub-bases, recycled concrete for gabion walls, recycled mulch;
- Investigate use of organic fertiliser and peat-free compost, and minimise use of pesticides and herbicides;
- Materials should be sourced from the local area where possible.
- Use landscape contractors with sound environmental policy (preferably with ISO14001 accreditation).

Social Systems

- Support cycling and walking to, around and through the site;
- Improve local environment for pedestrians including external shelter;
- Improve local environment for cyclists including secure storage for cycles on site;
- Development should be in accordance with local sustainable transport plan;
- Allow for recycling of waste where available;
- Provide sufficient storage for separate waste disposal, in accordance with local refuse collections;
- For additional guidance on Sustainable Development please refer to Planning Policy Statements 1 and 10;

- PPS1 sets out the Government's overarching planning policies on the delivery of sustainable development through the planning system. Published February 2005. This replaces PPG Note 1: General Policies and Principles (published February 1997);
- PPS10 sets out the Government's policy to be taken into account by waste planning authorities and forms part of the national waste management plan for the UK. Published July 2005. This replaces PPG Note 10: Planning and Waste Management (published 1999).

Drainage

“The site will require a full flood risk assessment to account for potential flooding from all sources including main rivers, ordinary watercourses, fluvial and surface water flooding. It will also need to demonstrate that any other approved developments in the vicinity of the site have also been taken into consideration.

The Flood and Water Management Act 2010 removes the automatic right to connect to an existing sewer for surface water drainage and to that end, the site will require a sustainable drainage solution. The sustainable drainage solution will need to take into account the wider surrounding area and potential for sustainable drainage beyond the site boundary needs to be explored. The sustainable drainage scheme will require approval from the Local Authority and any SUDS approving board which may be in place at the time of development. The sustainable drainage scheme must be built to adoptable standard and a bond would be required to protect the interests of the Council and property owners. A commuted lump sum for maintenance would also be required.”

Noise

Residential development of the Yarm Road Gateway site poses potential design challenges in terms of noise mitigation particularly in reference to the southern section of the development bordered by the A66 with Yarm Road to the East.

The developer will be required to devise a scheme to monitor current noise levels on the site for an 18 hour period and extrapolate this for a 15 year period. This should then be followed by the development of potential mitigation measures designed to reduce the impact of noise. This can include measures such as sound proof ventilation to reduce the need to open windows and acoustic barriers to block noise. Please see below the relevant planning condition for reference.

- Noise disturbance from adjacent road traffic: Before the use commences, any living rooms or bedrooms with windows affected by traffic noise levels of 68 dB(A) L10 (18 hour) or more (or predicted to be affected by such levels in the next 15 years) shall be insulated in accordance with a scheme approved by the Local Planning Authority for the protection of this proposed accommodation from road traffic noise.

21. Information to Accompany a Planning Application

The next section identifies the information and documentation, though not necessarily exclusive, that would need to accompany a planning application for the site. A number of these documents are highly technical and inclusion with this brief is considered inappropriate due to their time specific applicable nature.

For the progression of any development, the next step would include addressing:

- A planning application may be full or outline and should include access and siting proposals;
- Masterplan showing its context with other developments;
- Flood Risk Assessment;
- A Transport Assessment which will need to be agreed in full with the Head of Technical Services prior to the submission of an application;
- Green travel Plan to show sustainable transport modes are actively promoted;
- Noise and vibration assessment;
- Ground Condition Survey and if required remediation proposals;
- Habitat survey;
- A desktop Archaeological assessment to fulfil the requirements of Tees Archaeology;
- A detailed Urban Realm Scheme;
- Design Access Statement;
- Statement of Community Involvement;
- Site Waste management Plan.
- Note: depending on the proposals contributions may be sought.

Potential developers are advised to contact the Council at an early stage in order to discuss any development proposals.

22. Further Information and Contact Details

Gregory Archer (Planning Officer)
Telephone: 01642 526052
Email: greg.archer@stockton.gov.uk

Peter Shovlin (Urban Design Manager)
Telephone: 01642 526018
Email: peter.shovlin@stockton.gov.uk

Andy Mindham (Senior Landscape Architect)
Telephone: 01642 526030
Email: andy.mindham@stockton.gov.uk

Roland Todd (Labour Market Co-ordinator)
Telephone: 01642 526184
Email: roland.todd@stockton.gov.uk

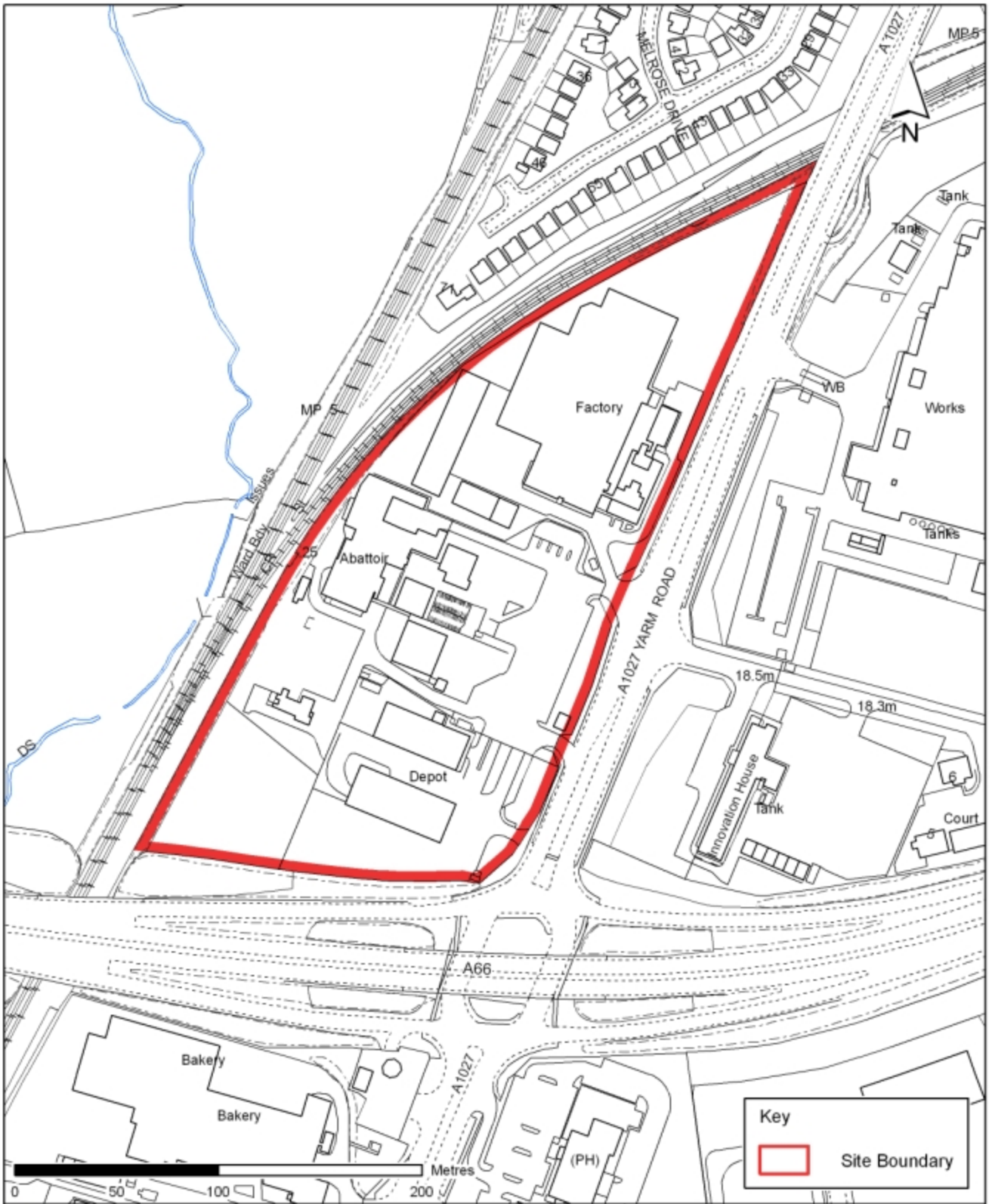
Tim Gibson (Regeneration Projects Manager)
Telephone: 01642 526021
Email: tim.gibson@stockton.gov.uk

Matthew Kirk (Regeneration Projects Officer)
Telephone 01642 526030
Email: matthew.kirk@stockton.gov.uk

Appendices:

	Section	Item
Appendix 1	2	Site Location
Appendix 2	4	Site Ownership
Appendix 3	7	Historic Mapping
Appendix 4	8	Planning Information
Appendix 5	9	Site Location & Context
Appendix 6	9	Site Location & Context
Appendix 7	10	Contamination Report
Appendix 8	17	Targeted Recruitment Method Statement
Appendix 9	18	Concept Plan
Appendix 10	18	Scale & Massing

Appendix 1




Stockton-on-Tees
 BOROUGH COUNCIL

Ref. G:\Apps\Mike Green\aa_miketregen
 File: site_at_yarm_rd_a66_jct.mxd

Title:
**Site at junction of A66/ Yarm Road,
 Stockton-on-Tees.**

Development & Neighbourhood Services
 Corporate Director: P. Dobson.

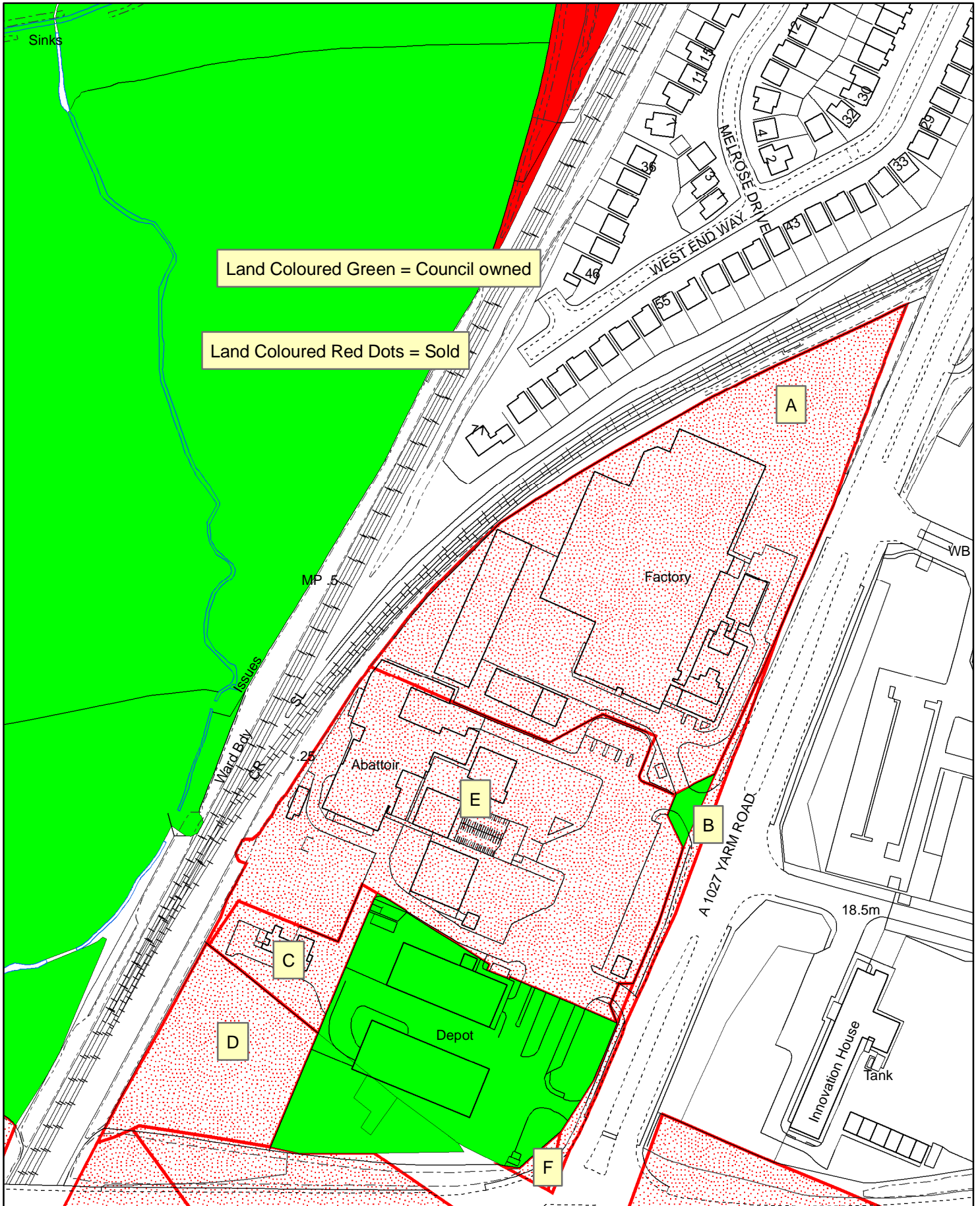
Head of Regen & Economic Devel: R. Poundford,
 Municipal Buildings, Church Road,
 Stockton-on-Tees, TS18 1LE.
 Telephone: (01642) 393939

Date: **June 2010.**

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Scale: **1:2,500**

Appendix 2



Stockton-on-Tees
BOROUGH COUNCIL

Resources
Corporate Director: J Danks

Head of Taxation & Administration: D Hurwood
Municipal Buildings, Church Road,
Stockton-on-Tees. TS18 1LD
Telephone: (01642) 393939

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Stockton-on-Tees Borough Council 100023297 2006

Title
Land at Yarm Road Depot

Date
15/06/10

Scale
1:1,970

Appendix 2 – Land Ownership Key

A = Land 4.37 Acres Manor House Farm Yarm Road **Sold on 16th June 1965 to KC Ellis Ltd.**

B = Land Adj Yarm Road Cattle Market **Sold 30th July 1964 to Minister of Transport**

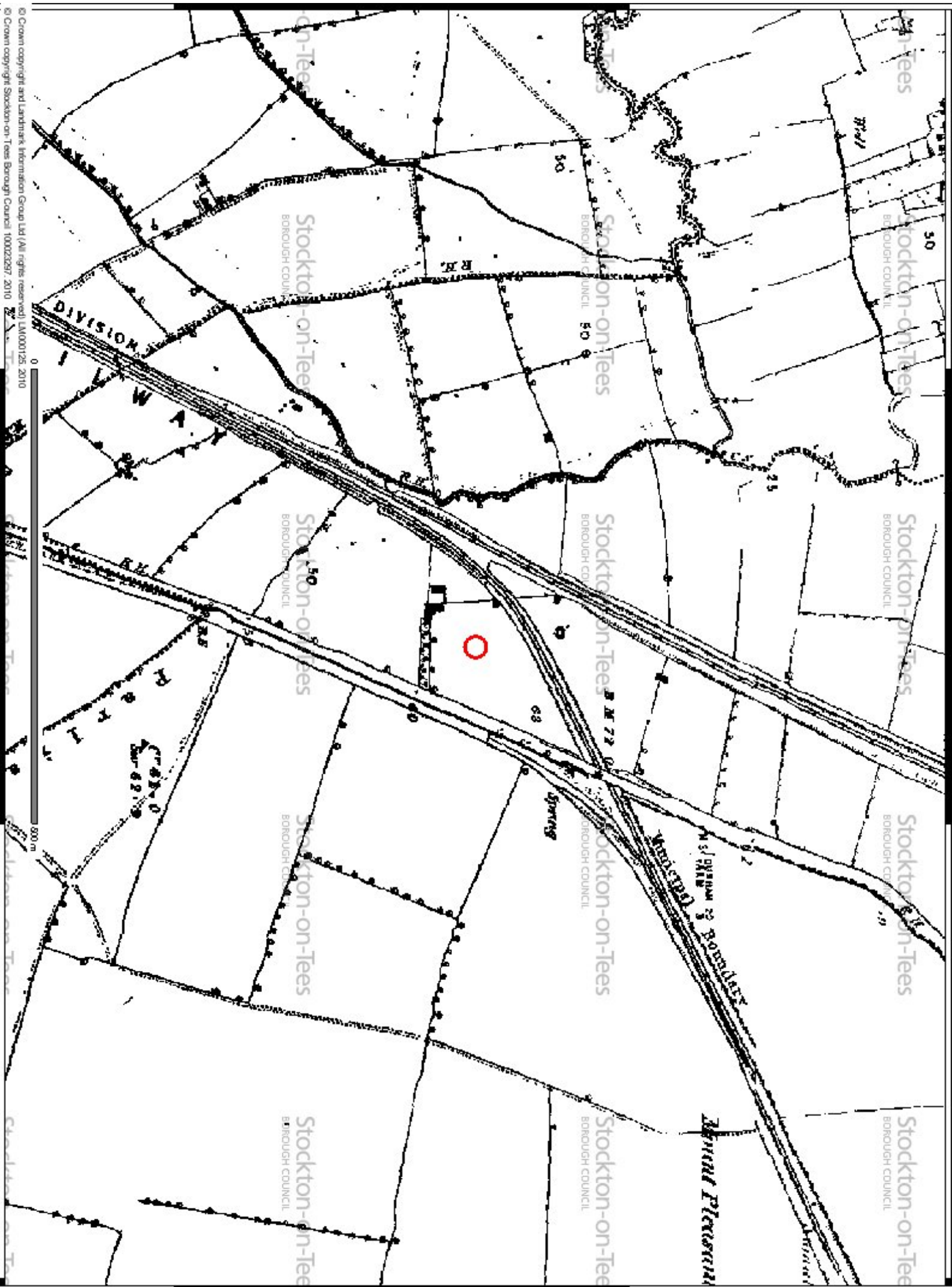
C = The Former Tripe Works Yarm Road **Sold 15th August 2003 to Vickers Construction Ltd.**

D = Land at Yarm Road Depot **Sold 17th December 2003 to Skippy Waste Services**

E = Abattoir **Sold 23rd December 1993 to Stockton Butchers Slaughtering Co. Ltd.**

F = Various plots of land Stockton & Thornaby A66 **Sold 30th June 1993 to Sec. of State for Transport.**

Appendix 3



DIVISION I W A K

0 500 m

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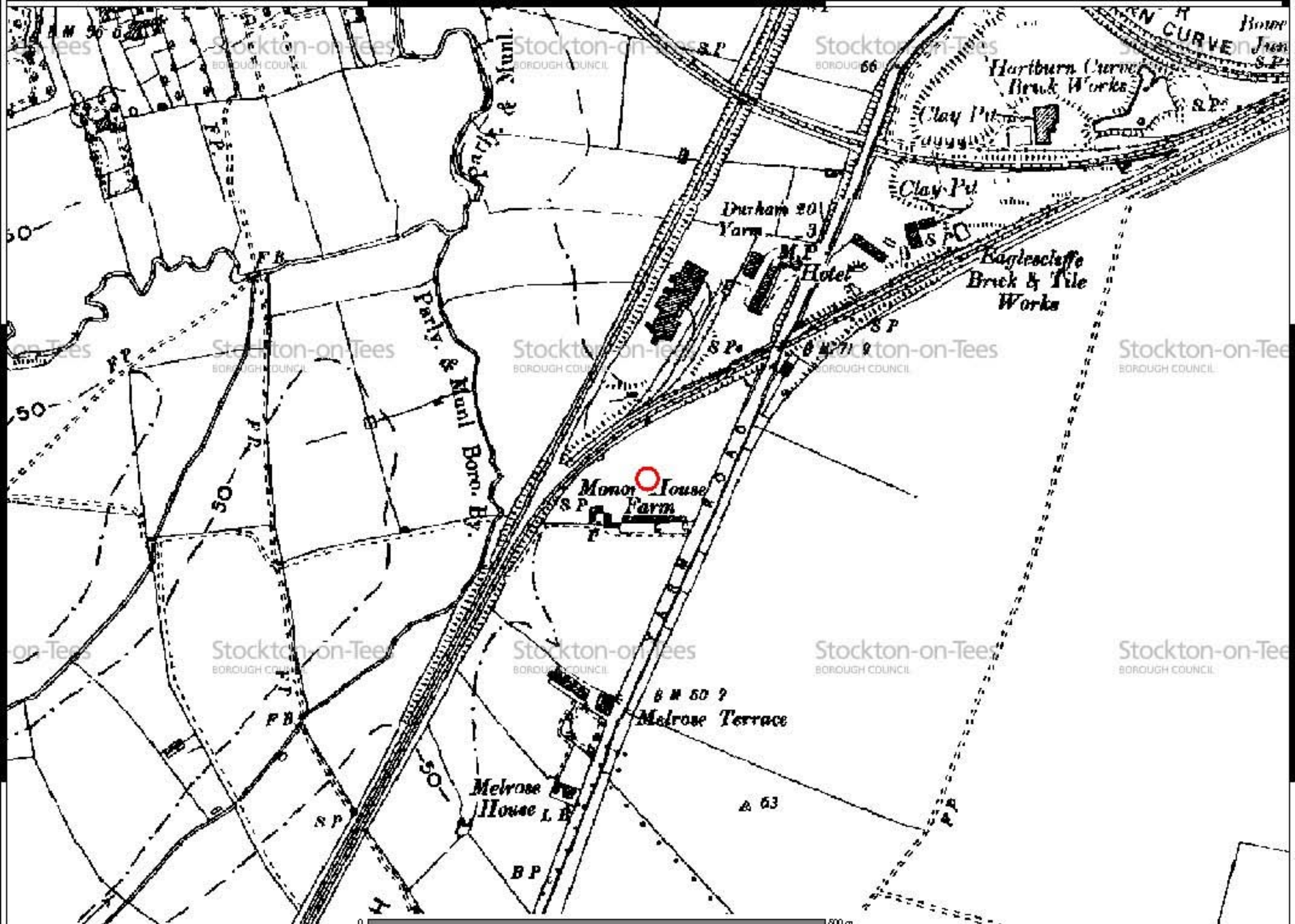
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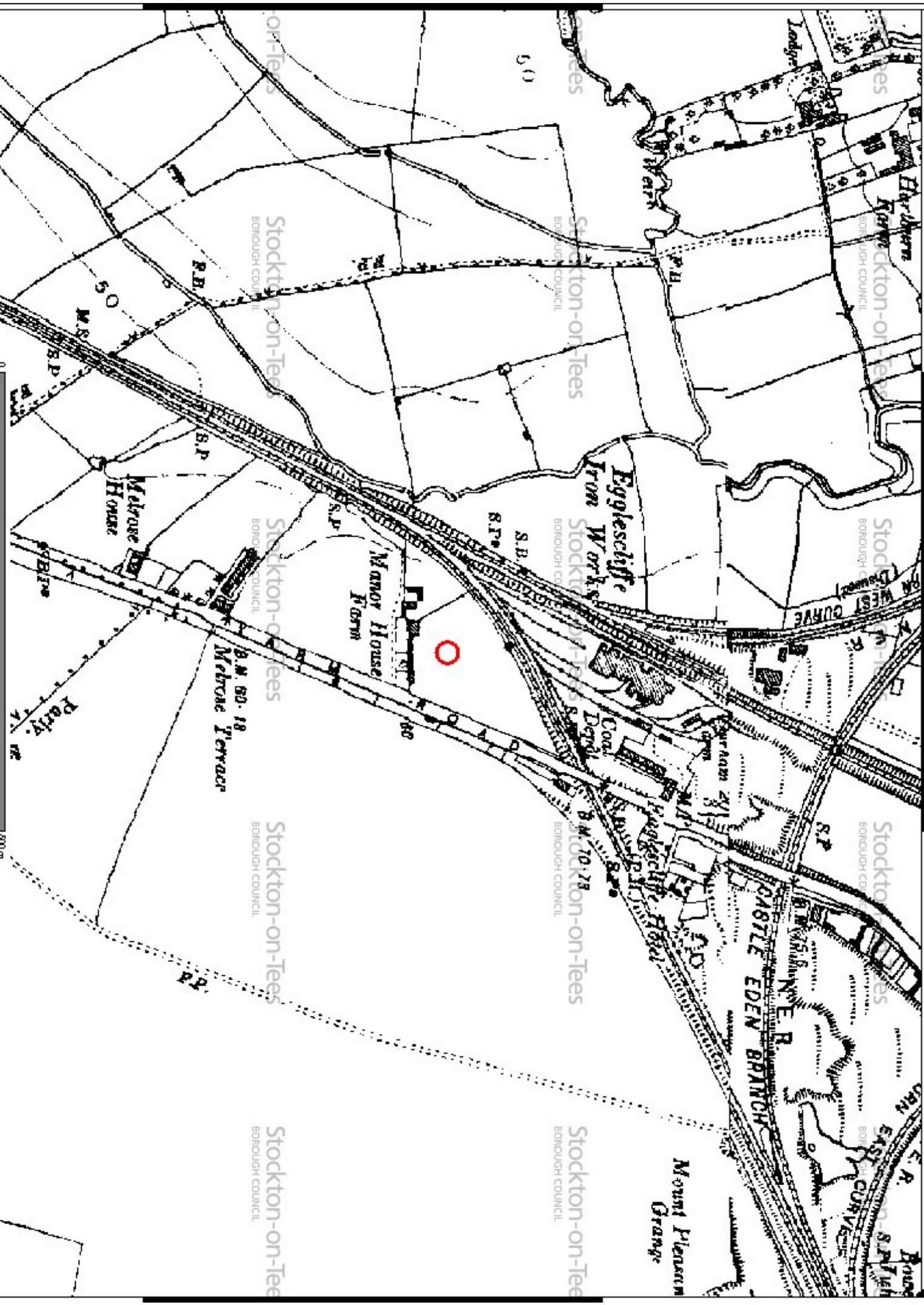
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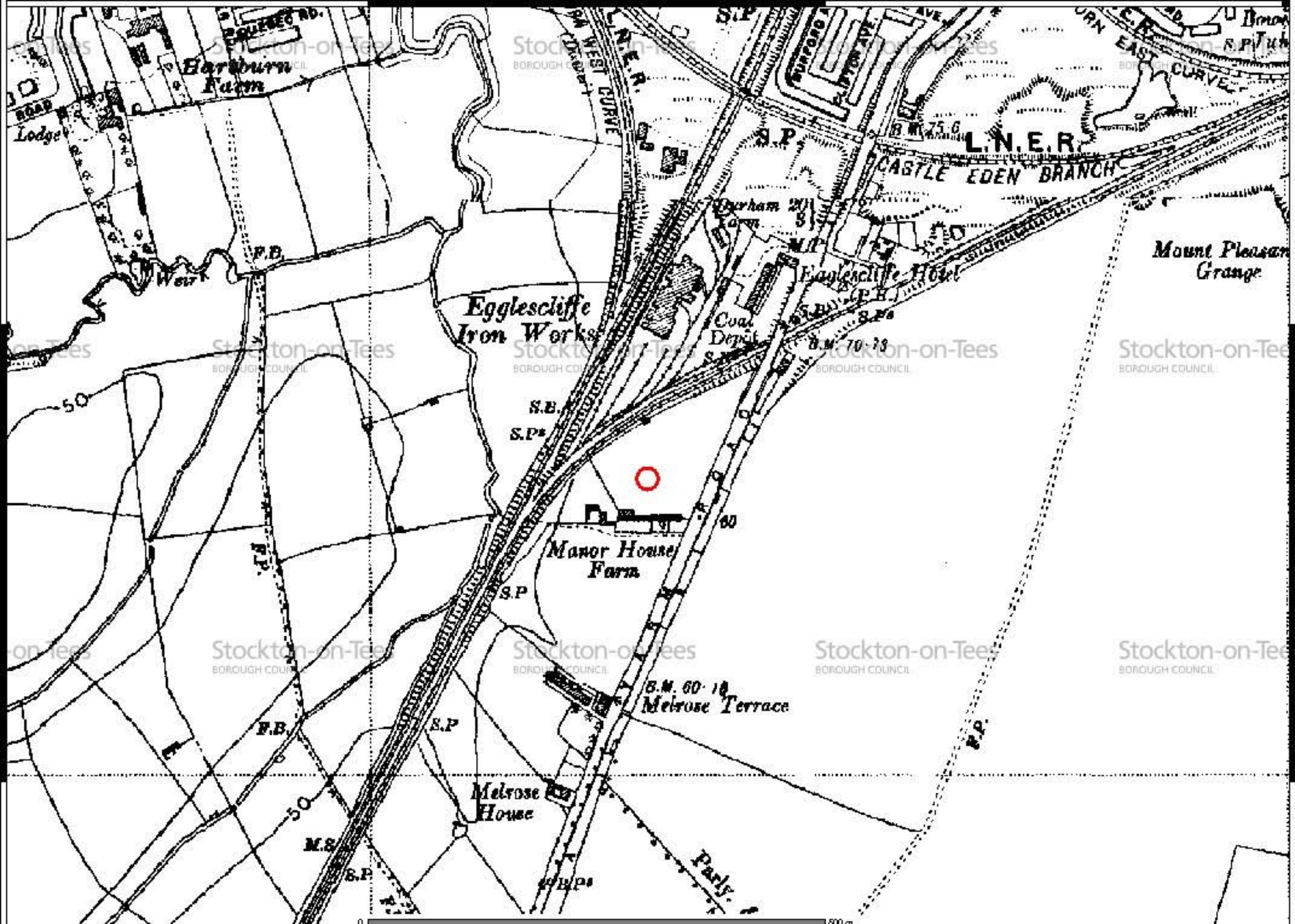
Stockton-on-Tees
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Marine Plaza







Full Multiple

SMR#	Km100	NGRE	NGRN	Site Name	Form	Period1	Description	References	Photographs	Condition	Land Use	Drift Geology	CrossRef1	Visit1	Date1	Desc1
1306	NZ	42850	17650	BURTON HOUSE FARM	FIELD SYSTEM	MEDIEVAL	Four fields of ridge and furrow to the south of the medieval village of East Hartburn (SMR 0771). The furrows run nnw-sse from the rear of the village to the edge of Hartburn Beck between Hartburn Lodge and Burton House Farm. The ridge and furrow has been enclosed in four fields measuring in order from west to east approx : 1) 100m x 175m; 2) 75m x 150m; 3) 90 x 175m & 4) 100m x 175m.		(1) Aerial Photograph. Meridian 58/72. Frames 192-194.	MEDIUM	GRASSLAND, HEATHLAND 2	LAMINATED CLAY	771	P. Rowe	17/05/1996	All but the second field from the west are badly degraded. This still forms an attractive remnant of a medieval system in a highly urban area.
1467	NZ	43150	17400	HARTBURN	SPINDLE WHORL	MEDIEVAL	UNDECORATED LEAD SPINDLE WHORL WITH SIGNS OF WEAR ON ALL SURFACES. EXTERNAL DIAMETER 31mm, INTERNAL DIAMETER 10mm, HEIGHT 7mm, WEIGHT 36g. LOWER SURFACE OF WEIGHT FLAT, UPPER SURFACE SLIGHTLY ROUNDED. SCRATCHED & WORN ON ALL SURFACES. FOUND WHILST METAL DETECTING NEAR BURTON HOUSE FARM. B/W ILLUSTRATION ATTACHED. PHOTO: C.C.A. COL. SLIDES - SEE UNDER S.M.R. FINDS.			GOOD		LAMINATED CLAY	137			
3424	NZ	43740	17580	Mount Pleasant, Bowesfield	BRICK EARTH PIT	20TH CENTURY	This site was heavily quarried during the mid 20th century for clay for brick and tile making. The quarry is shown on the 1954 Ordnance Survey 1:10000 edition. Aerial photographs taken in 1995 show the backfilled quarries with some regular cells visible.	(1) Ordnance Survey. 1954. National Grid Series. 1:10000.	(1) Aerial Photograph. Tees Archaeology. COL. SLIDE NZ 4317/02-06 (1995).	MEDIUM	OTHER 13	LAMINATED CLAY				
4230	NZ	43300	17400	BOWESFIELD JUNCTION	RAILWAY JUNCTION	19TH CENTURY	Rail junction splitting the North Eastern Railway from the Middlesbrough Branch Railway. This junction is still in use (Ref's 1-3).	(1) O.S. 1856. 6 inch. Durham. Sheet 46. 1st ed. (2) O.S. 1899. 6 inch. Durham. Sheet 46, part 5. 2nd Ed. (3) Rowe, P. 1999. The 19th century industrial archaeology of Stockton. Tees Archaeology Report. p. 86.		GOOD	OTHER 11	LAMINATED CLAY				
4267	NZ	43741	17725	HARTBURN CURVE	BRICK AND TILE MAKING SITE	19TH CENTURY	Former late 19th century brick works sited in the island of land between the NER Stockton, the Castle Eden Branch Railway and Hartburn Curve. The works consisted of a large clay pit with a single north-south aligned building (Ref's. 1-2). The site is out of use and is wasteground.	(1) O.S. 1899. 25 inch. Durham. Sheet 50, part 16. 2nd Ed. (2) Rowe, P. 1999. The 19th century industrial archaeology of Stockton. Tees Archaeology Report. p. 17, 18 & 93.		BAD	OTHER 13	LAMINATED CLAY		P. Rowe	17/04/1999	The site is cleared.
4326	NZ	43400	17570	EAGLESCLIFFE IRON WORKS	IRON WORKING SITE	19TH CENTURY	Former Iron Works at Yarm Road. The site is now completely cleared and is in the process of redevelopment for housing. The only remains are the Eaglescliffe Public House and an Electricity sub-station (Ref's. 1-2).	(1) O.S. 1897. 25 inch. Durham. Sheet 56, part 4. 2nd Ed. (2) Rowe, P. 1999. The 19th century industrial archaeology of Stockton. Tees Archaeology Report. p. 103.		BAD	OTHER 3	TILL				

Full Multiple

SMR#	Km100	NGRE	NGRN	Site Name	Form	Period1	Description	References	Photographs	Condition	Land Use	Drift Geology	CrossRef1	Visit1	Date1	Desc1
4327	NZ	43610	17590	EAGLESCLIFFE	BRICK AND TILEMAKING SITE	19TH CENTURY	Former brick and tile works at Yarm Road. The site is shown on the 2nd edition Ordnance Survey map with 3 dispersed buildings, and two hollow centred buildings (kilns?). The site was built over with a housing estate in 1999/2000 (Ref's. 1-2).	(1) O.S. 1897. 25 inch. Durham. Sheet 56, part 4. 2nd Ed. (2) Rowe, P. 1999. The 19th century industrial archaeology of Stockton. Tees Archaeology Report. p. 103.		BAD	OTHER 3	LAMINATED CLAY				
4487	NZ	43200	17600	BURTON HOUSE FARM	FIELD SYSTEM	MEDIEVAL	Three fields of ridge and furrow survive to the east of Hartburn village, south of Burton House Farm. The fields cover approximately 650 m x 150 m in area. The ridge and furrow is ploughed out in the southern part of the northern most field. There is further ridge and furrow to the west (SMR 1306).		(1) Aerial Photograph. Tees Archaeology. Col. Slide 4217/05 (1998).	GOOD	GRASSLAND, HEATHLAND 2		1306			
6930	NZ	43346	17182	Visqueen Site, Preston on Tees	BOUNDARY STONE	19TH CENTURY	A Stockton and Darlington Railway (HER 3556) boundary stone was reported to Tees Archaeology in Feb. 2010 by Elizabeth Marsh. The stone is shown in a photograph (circa 1960s) of a young lady who is sat upon it. The visible face is inscribed with an 'S' in the top left corner with 'D R' beneath. The current location of the stone is not known (it may be on deposit at Preston Hall Museum). It's original location is reported by the lady in the photograph as near Yarm Road in the vicinity of the Visqueen office car park.	(1) E-mail correspondence. E. Marsh to R. Daniels. 08-10/02/2010	(1) Image provided by Elizabeth Marsh (Stockton Heritage in partnership Co-ordinator) 10/02/2010. Circa 1960s showing young lady seated on boundary stone.	UNKNOWN	OTHER 11		3556			

Event 737

Desktop survey

Former Visqueen site, Preston on Tees Stockton

NZ4357517309

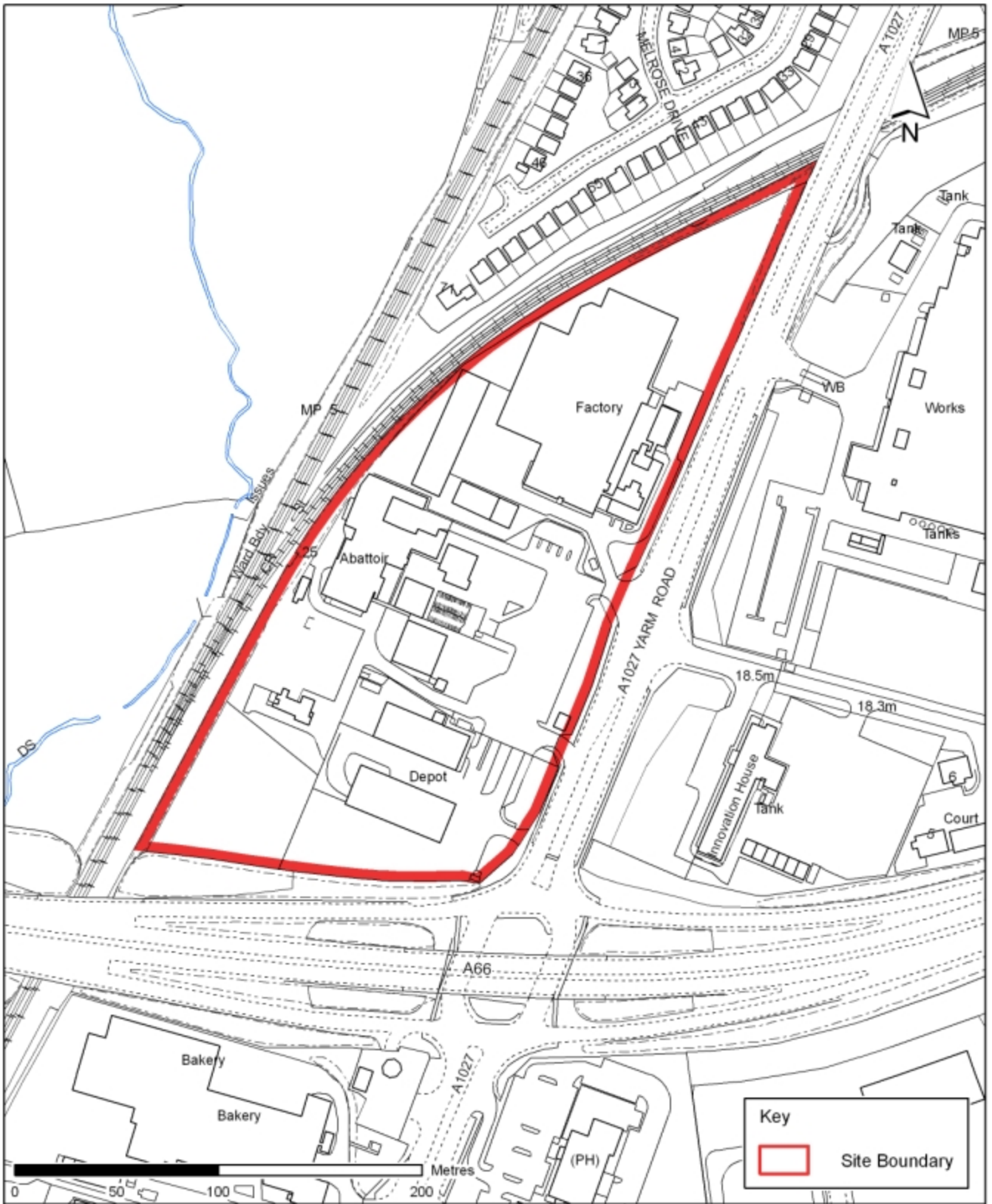
Percival Turnbull The Brigantia Archaeological Practice

26 November 2009 - 26 November 2009

S/22/2009

(1) Turnbull, P. 2009. Archaeological consideration of the 'Visqueen' site, Preston on Tees, Stockton on Tees. The Brigantia Archaeological Practice.

This rapid desktop and walkover assessment took place to support a planning application for redevelopment of a former 20th century factory site. The purpose of the survey was to assess the survival of any remains associated with the Stockton and Darlington Railway which followed the northern and western boundaries of the development area. An earthwork embankment was identified in the north west corner which represents the former 1825 line (HER 3556) as it headed south towards Yarm. P. Rowe 05 February 2010



Stockton-on-Tees
BOROUGH COUNCIL

Ref. G:\Apps\Mike Green\aa_miketregen
File: site_at_yarm_rd_a66_jct.mxd

Title:
**Site at junction of A66/ Yarm Road,
Stockton-on-Tees.**

Development & Neighbourhood Services
Corporate Director: P. Dobson.

Head of Regen & Economic Devel: R. Poundford,
Municipal Buildings, Church Road,
Stockton-on-Tees, TS18 1LE.
Telephone: (01642) 393939

Date: **June 2010.**

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Scale: **1:2,500**

Appendix 4

Horticultural Services and Recycling Facility Yarm Road Stockton TS18 3RU

94/0653/B	Building Control Application	ERECTION OF DETACHED RECYLING BUILDING	
2	94/0653/A	Building Control Application	ERECTION OF DETACHED RECYCLING BUILDING
3	94/0410/P	Planning Application	ERECTION OF BUILDING FOR USE AS RECYCLING PLANT AND ERECTION OF A BOUNDARY FENCE.
4	95/0903/P	Planning Application	ERECTION OF 1 X 48 SHEET ADVERTISING HOARDING
5	97/00761/FB	Building Control Application	BUILDING ERECTION OF PORTACABIN OFFICES AND ALTERATIONS TO EXISTING
6	97/1842/P	Planning Application	ERECTION OF A TWO STOREY PORTACABIN, 2 EXTERNAL BUNKERS AND EXTERNAL ALTERATIONS
7	98/00015/RE	Building Control Application	BUILDING ERECTION OF PORTACABIN OFFICES AND ALTERATIONS TO EXISTING
8	04/0373/OTHFPC	Building Control Application	Waste recycling depot and office building
9	04/2619/FUL	Planning Application	Erection of recycling material storage bays, concrete hardstanding, new parking bays and erection of...
10	04/1540/OTHFPC	Building Control Application	Internal alterations to recycling depot.

Skippy Waste Services Yarm Road Stockton TS18 3RU

06/3563/FUL	Planning Application	Erection of portal frame storage building	
2	07/0310/OTHFPC	Building Control Application	New warehouse and storage
3	07/1179/REV	Planning Application	Revised application for erection of portal frame storage building
4	07/0310/OTHFPC/A	Building Control Application	New warehouse and storage
5	08/3371/VARY	Planning Application	Application to vary condition no. 12 of planning approval 03/2042/FUL for waste transfer station to ...

Stockton-on-Tees Borough Council Contract Services Workshop Yarm Road Stockton-on-Tees TS18 3RU

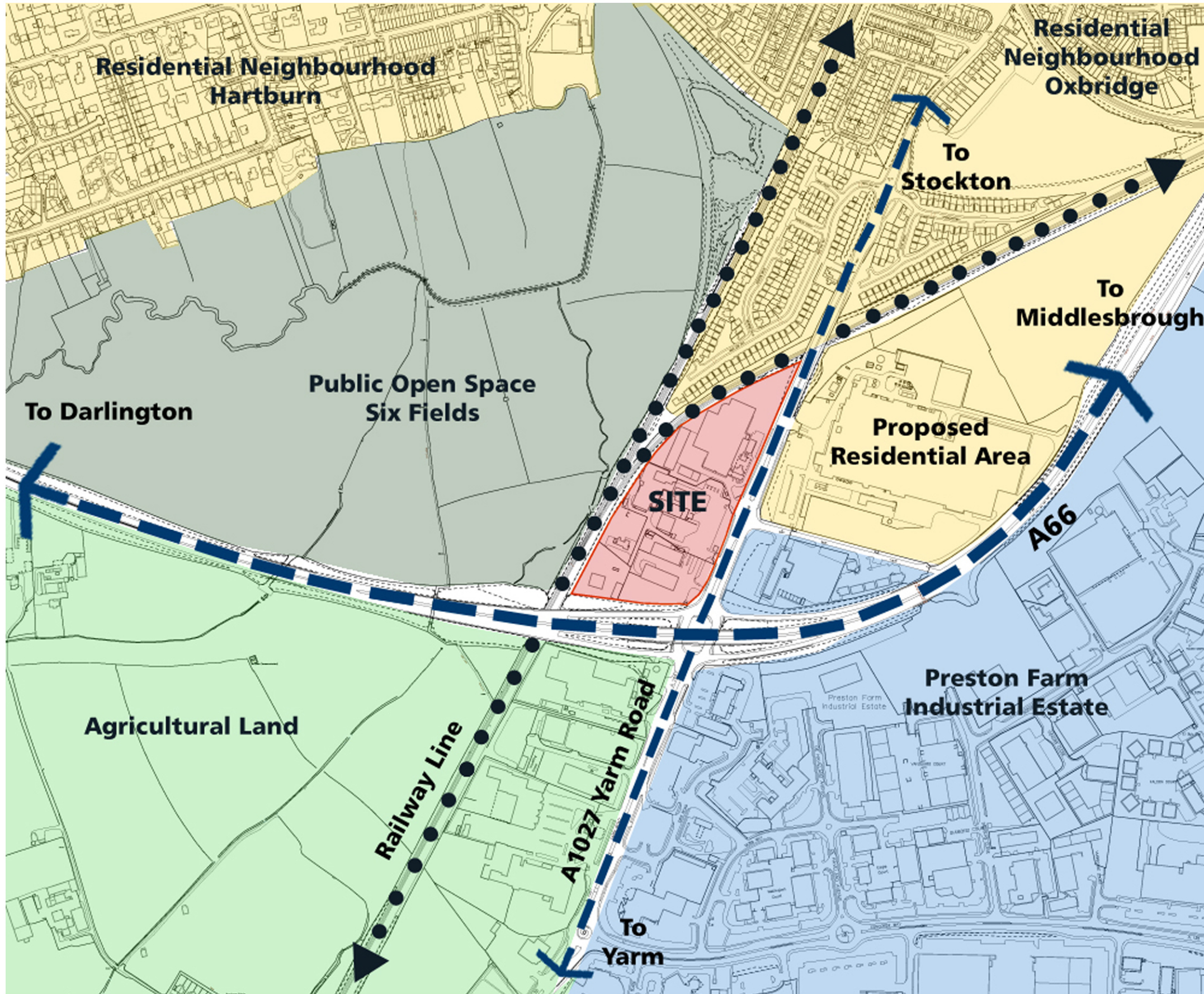
Cleveland Meat Company Yarm Road Stockton TS18 3RU

01/1540/P	Planning Application		APPLICATION FOR REMOVAL OF CONDITION 1 ATTACHED TO PLANNING APPLICATION 01/0329/P
2	01/0329/P	Planning Application	RETROSPECTIVE APPLICATION FOR CHANGE OF USE OF PART OF SITE TO CAR SALES AREA, ERECTION OF A PORTACA...
3	90/1284/P	Planning Application	TWO STOREY EXTENSION TO REAR
4	90/2689/P	Planning Application	CONSTRUCTION OF ADDITIONAL LAIRAGE
5	90/1748/P	Planning Application	CONSTRUCTION OF ADDITIONAL LAIRAGE
6	91/0149/P	Planning Application	CONSTRUCTION OF ANIMAL LAIRAGE
7	91/1584/P	Planning Application	EXTENSION TO ABBATOIR
8	92/1443/P	Planning Application	PROVIDE SHOWER ROOM AND TOILET ERECTION OF EXTENSION TO BEDDING AND FODDER BLOCK TO
9	93/0141/P	Planning Application	ERECTION OF BUILDING FOR ANIMAL LAIRS
10	94/0255/P	Planning Application	ERECTION OF BUILDING TO ENCLOSE EXISTING ANIMAL PENS (LAIRAGE)
11	94/2035/P	Planning Application	CONSTRUCTION OF BUILDING TO ENCLOSE EXISTING ANIMAL PENS (LAIRAGE)
12	94/2179/P	Planning Application	CONSTRUCTION OF CONVEYOR SHAFT
13	96/1307/P	Planning Application	EXTENSION TO OUTLOADING DOCK
14	96/1802/P	Planning Application	ERECTION OF A SINGLE STOREY ANIMAL LAIRAGE
15	96/1482/P	Planning Application	ERECTION OF SINGLE STOREY EXTENSION TO FORM MEETING ROOM/OFFICES

Vickers Construction Yarm Road Stockton-on-Tees TS18 3RU

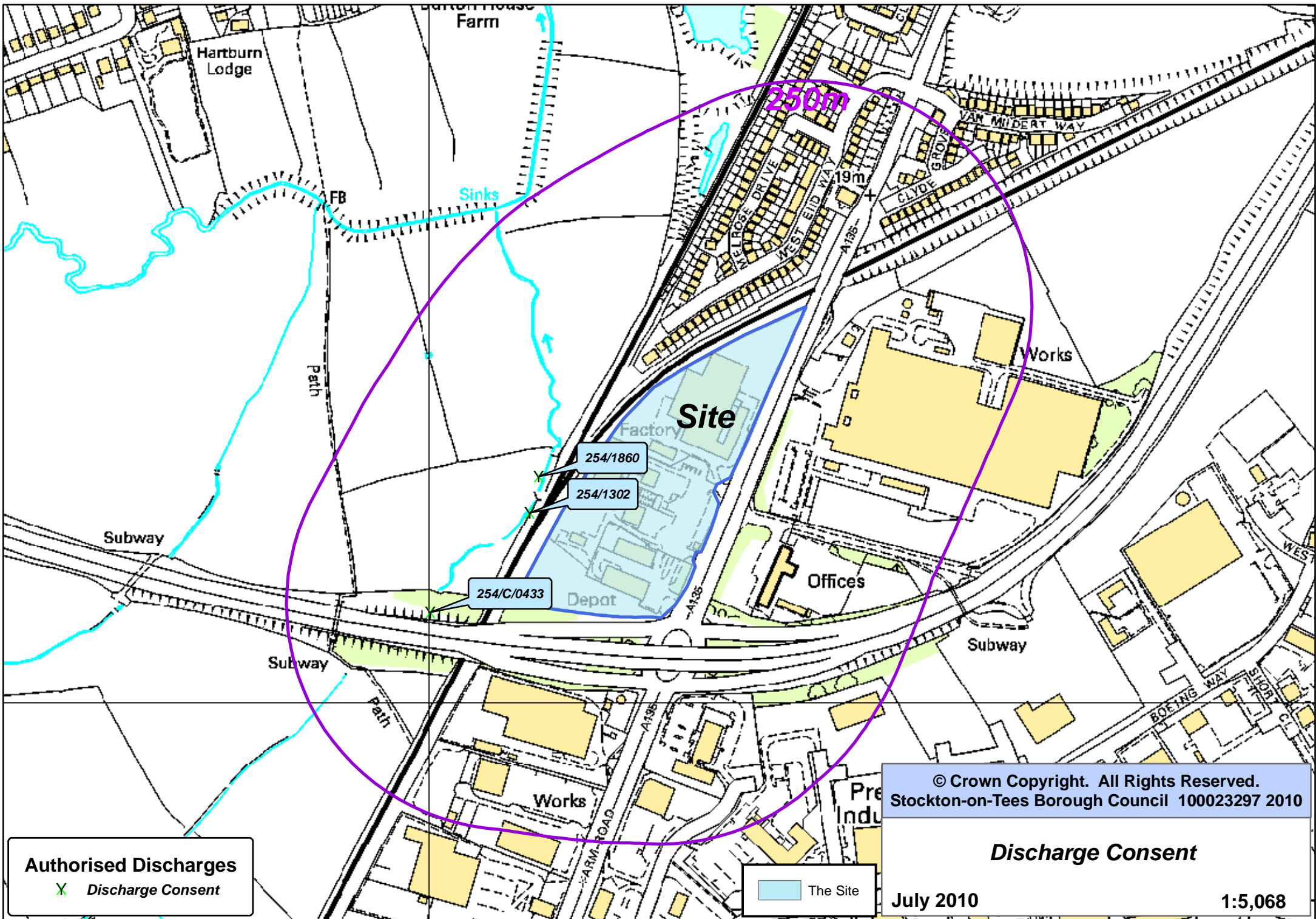
02/2338/P Planning Application CHANGE OF USE TO BUILDERS OFFICES/YARD

Appendix 5



Notifications

-  Site Area
-  Public Open Space - Six Fields
-  Agricultural Land
-  Preston Farm Industrial Estate
-  Housing Development Site
-  Roads
-  Rail



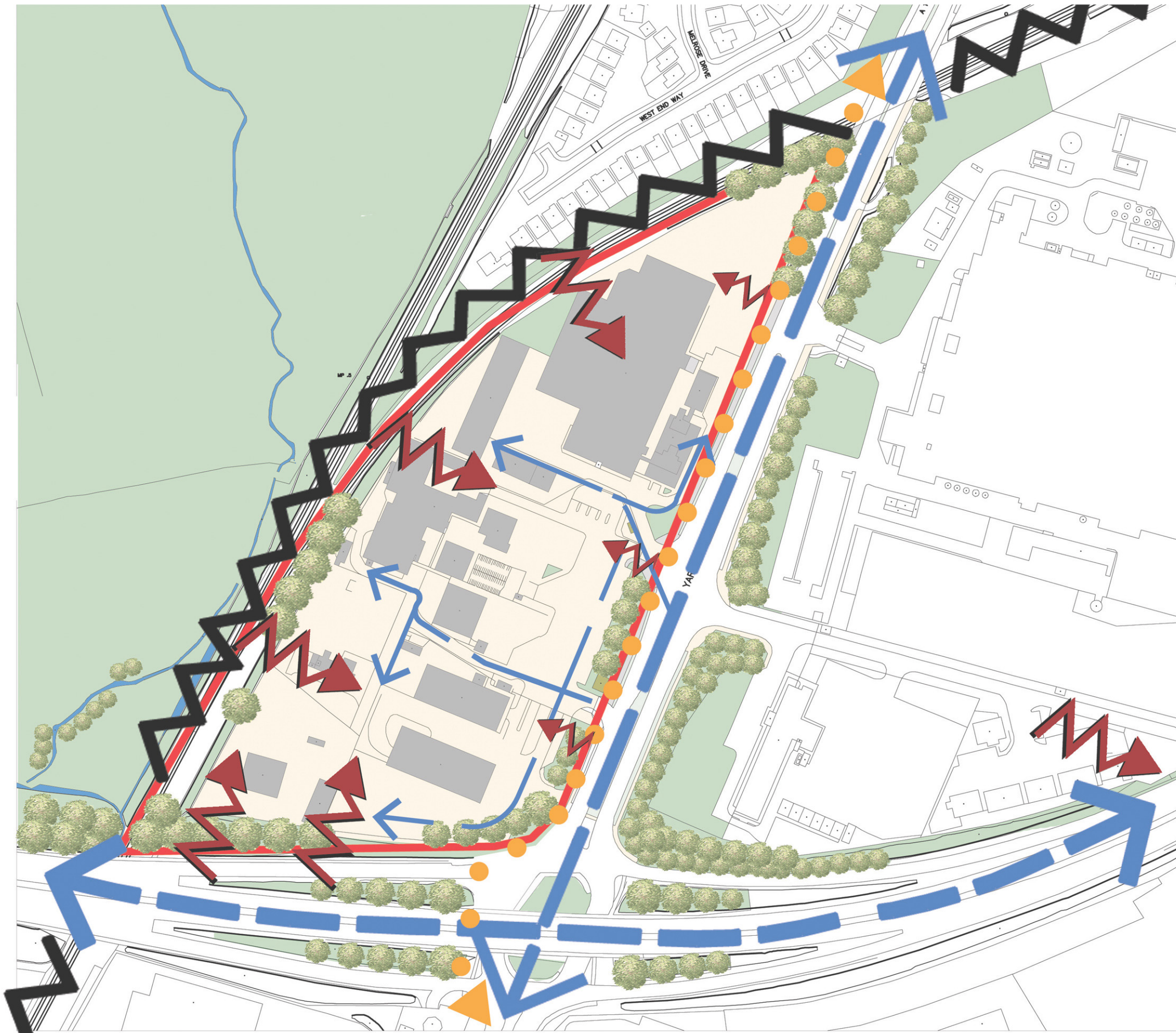
Authorised Discharges
 X Discharge Consent

The Site








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 Stockton-on-Tees Borough Council 100023297 2010

Discharge Consent
 July 2010 1:5,068

Appendix 6



Notifications

-  Grassed Area
-  Buildings
-  Hard Standing
-  Vehicular Circulation
-  Pedestrian Circulation
-  Trees
-  Stream
-  Noise
-  Railway Barrier

Appendix 7

Development & Neighbourhood Services

Corporate Director: N Schneider

Head of Environmental Services: C Snowdon



Land at Yarm Road

Date: 03 August 2010

**On Behalf of:
Technical Services
Gloucester House
72 Church Road
Stockton-on-Tees**

Land at Yarm Road

1. There are no known existing or closed landfill sites on or within 250m of the site in question.
2. There are no known pre 1974-landfill sites on or within 250m of the site in question.
3. There is one recently closed permitted Part B activity [BPI Ltd] within 250m of the site in question
4. There is a Part A activity on the site in question Stockton Butchers Slaughtering Company - they hold an environmental permit allowing them to carry out slaughtering of animals for food .Further information is held on the public register held by Environmental Health Unit
5. The site is not within a designated flood plain.
6. The site [and land within the 250m buffer] has NOT been declared as Contaminated Land under Part IIA of the Environmental Protection Act 1990.
7. There are no known pollution incidents that could affect the site in question.
8. There are 3 known discharge consent within 250m of the land in question at the NGR of :
NZ43110 17210, NZ43120 17250 and NZ43000 17100
9. There have been complaints of alleged odour nuisance from the site from the slaughtering activities within the site.
10. There have been no formal nuisance notices issued by the Authority.
11. There is no information held by the Local Authority on reported environmental incidents including spillage. Records may be held by the Environment Agency office and it is advised that you request information that they may hold
12. The attached report and drawing gives details of the historic land use for the land in question.

Development & Neighbourhood Services

Corporate Director: N Schneider

Head of Environmental Services: C Snowdon

GIS SEARCH REPORT

DATE: 03 August 2010 TIME: 11:22

Buffer Search Radius: 250 metres
Search Feature ID: The Site
Search Feature Layer Name: The Site
Approx. area of search feature: 47018.73m²
Site Centre Coordinates (British National Grid): 443251.62, 517239.39

Feature Buffer Search

Selection Summary: A total of 24 features were selected on 5 out of 8 target layers.



Development & Neighbourhood Services

Corporate Director: N Schneider

Head of Environmental Services: C Snowdon



Summary Datasheet

Search Layer Name	Search Distance	Data Available	No. of features identified
Linear	250 m	Yes	5
Point	250 m	Yes	5
Polygon	250 m	Yes	10
Part A Process	250 m	No	0
Part B Process	250 m	Yes	1
None Active	250 m	No	0
Active Landfill	250 m	No	0
Discharge Consent	250 m	Yes	3

1. Potential Risk

1.1 GIS Attribute Data for Linear

0 feature(s) identified on site.

5 feature(s) identified off site within 250 metres

Control Number	Easting	Northing	GIS	EA Reference	Length (m)	Date	Potential Risk	Profile
On Site								
None								
Off-site - Within 250m								
L445	N/A	N/A	s155100025222	None	164	1938	Medium	Railways
L239	N/A	N/A	s561100077437	None	217	1954	High	Unknown filled ground pond, marsh, river, stream or dock.
L414	N/A	N/A	s155100007797	None	1622	1984	Medium	Railways
L454	N/A	N/A	s155100025223	None	1537	1984	Medium	Railways
L455	N/A	N/A	s155100025214	None	2062	1984	Medium	Railways

1.2 GIS Attribute Data for Point

1 feature(s) identified on site.

4 feature(s) identified off site within 250 metres

Control	Easting	Northing	GIS	EA Reference	Potential Risk	Profile
On Site						
P947	443162	517182	B/39	None	Low	Open Part 'B'
Off-site - Within 250m						
P041	443435.4	517538.98	S103100019933	None	High	Coal storage and depot
P096	443504	517321	B/31	None	High	Open Part 'B'
P307	442906.32	517021.48	S561100077446	None	High	Unknown filled ground pond, marsh, river, stream or dock.
P748	443098.85	516938.33	S561100051313	None	High	Unknown filled ground pond, marsh, river, stream or dock.

1.3 GIS Attribute Data for Polygon

2 feature(s) identified on site.

8 feature(s) identified off site within 250 metres

Control	Easting	Northing	GIS	EA Reference	Hectare	Date	Potential Risk	Profile
On Site								
PG405	443309.04	517316.52	S167100003120	None	1.05	1984	Medium	Factory or works - use not specified
PG398	443229.92	517143.39	S155100007795	None	0.65	1984	Medium	Road haulage
Off-site - Within 250m								
PG253	443924.19	517553.42	S143100003507	None	12.38	1954	Medium	Clay bricks & tiles [manufacture]
PG024	443916.86	517549.73	S560100061113	None	11.96	1984	High	Unknown Filled Ground (Pit, quarry etc)
PG406	443510.49	517330.08	S167100003121	None	5.22	1984	Medium	Factory or works - use not specified
PG136	443392.32	517565.82	S145100000827	None	4.55	1954	High	Metal casting/foundries
PG362	443340.23	517509.1	S155100032333	None	2.4	1899	Medium	Railways
PG480	443594.69	517593	S143100014678	None	1.76	1899	Medium	Clay bricks & tiles [manufacture]
PG440	443113.52	516976.19	S167100003156	None	1.42	1984	Medium	Factory or works - use not specified
PG287	443268.24	516931.62	S155100007794	None	0.49	1984	Medium	Road haulage

2. Process

2.1 GIS Attribute Data for Part B Process

0 feature(s) identified on site.

1 feature(s) identified off site within 250 metres

Part B	Occupier Name	Address	Usage	Potential Risk	Status	Easting	Northing
On Site							
None							
Off-site - Within 250m							
IPPC/B/31	BPI Ltd	Yarm Road, Stockton, TS18 3RD	Printing of Flexible Packagin	Volatile Organic Compounds	Closed	443504	517321

3. Layer Name: Discharge Consent

3.1 GIS Attribute Data for Discharge Consent

0 feature(s) identified on site.

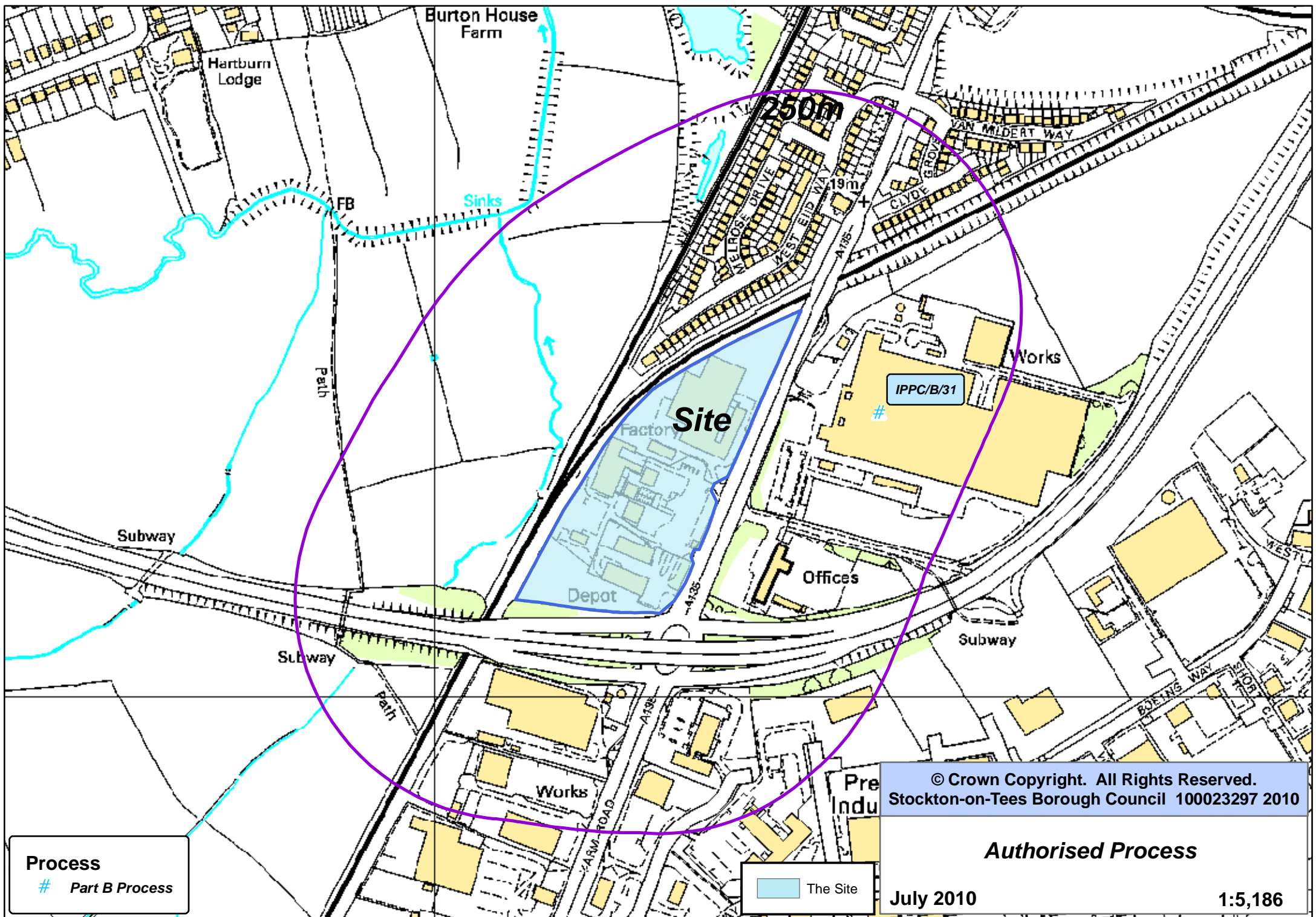
3 feature(s) identified off site within 250 metres

Number	Permit	Issue Date	Effective	Review Date	Revoked Date	Easting	Northing
On Site							
None							
Off-site - Within 250m							
254/1302		30/11/1993	30/11/1993	30/11/1995	31/03/2005	443110	517210
254/1860	254/1302	20/12/2004	31/03/2005	20/12/2008		443120	517250
254/C/0433		29/03/1974	29/03/1974	29/03/1976	28/02/1991	443000	517100

4. Landfill

No features found

SBC This report is supplied on the distinct understanding that the Council does not warrant the accuracy of any of the information and on the basis that neither the Council nor any officer, servant or agent of the Council is legally responsible, either in contract or in tort, for any inaccuracies, or omissions herein contained whether arising from inadvertence or negligence or from any other cause whatsoever.

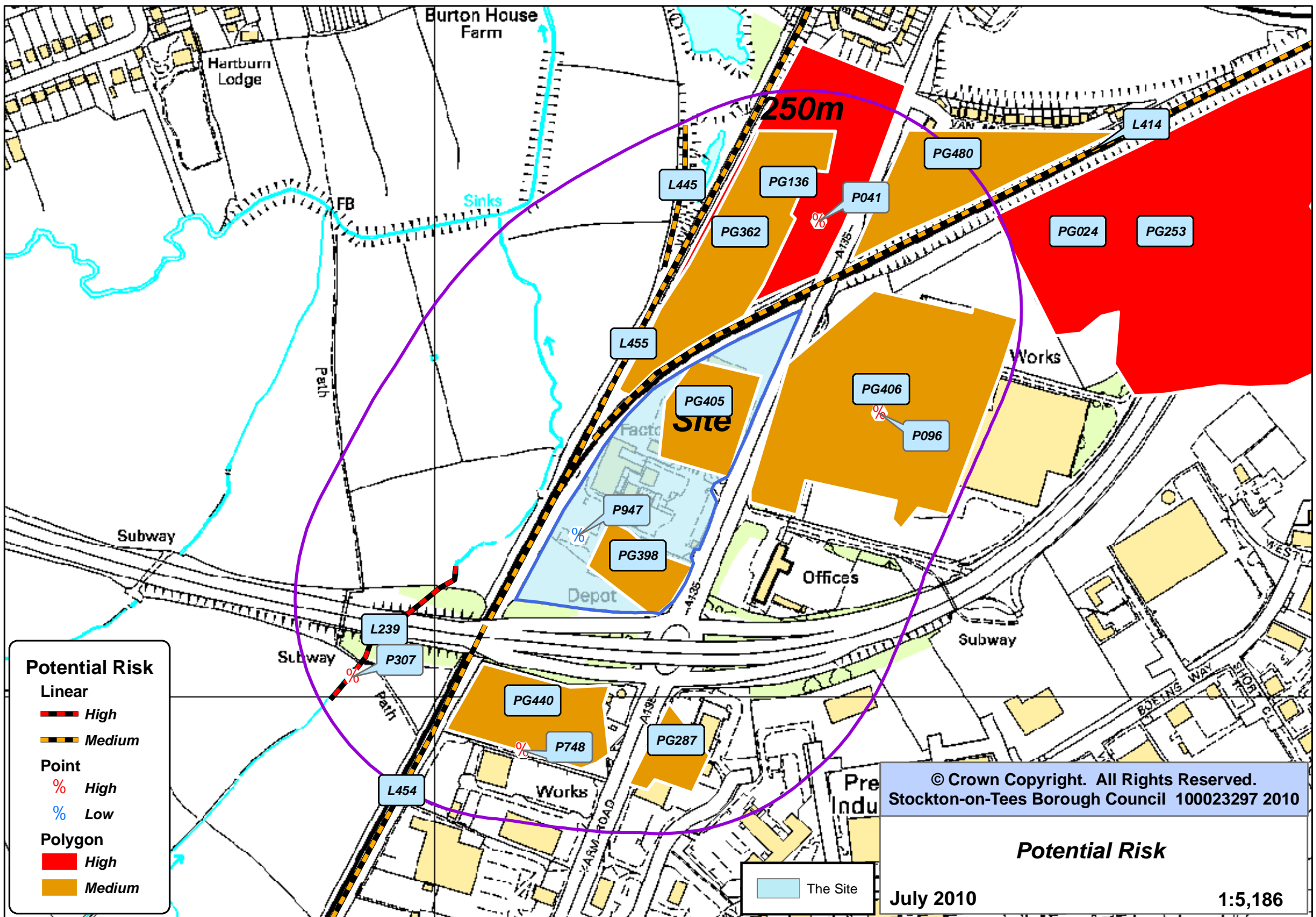


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 Stockton-on-Tees Borough Council 100023297 2010

Process
 # Part B Process

The Site

Authorised Process
 July 2010 1:5,186



Potential Risk

Linear

- High
- Medium

Point

- High
- Low

Polygon

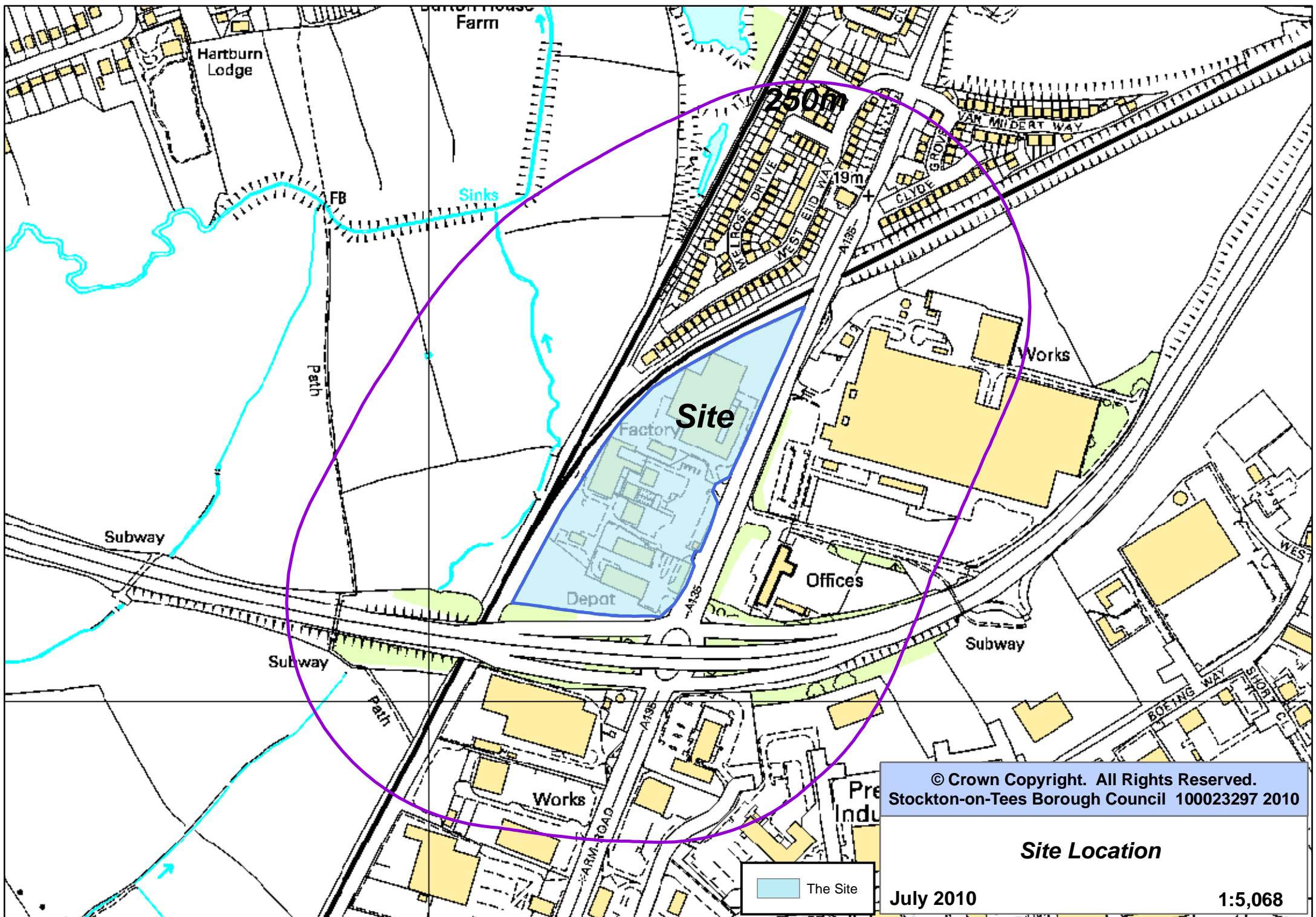
- High
- Medium

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Potential Risk


July 2010 1:5,186

The Site



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Site Location

 The Site

July 2010

1:5,068

Appendix 8

TARGETED RECRUITMENT AND TRAINING REQUIREMENTS

Part 1 Introduction

It is the intention of Stockton Borough Council in accordance with its Sustainable Community Strategy to combat social exclusion and deprivation by maximising employment, training and business opportunities. The Contractor must be able to demonstrate its intention to integrate trainees and unemployed persons into the labour market without distinction of sex, marital status, race, ethnic origin or political or religious beliefs.

The Contractor will be expected to work with training and employment organisations named by Stockton Borough Council, and with the CITB-Construction Skills, to secure the resources that it needs to deliver these requirements.

The Council also wishes to encourage and intends to support the education and training of young people so that they can be equipped to work successfully in the construction industry. The Contractor is, therefore, encouraged to recruit and train such young people.

The inclusion of recruitment and training requirements does not compromise or imply any promise on the part of the Employer, Stockton Borough Council or their agents to provide suitable labour/firms. Any action taken by the Employer and Stockton Borough Council to broker relationships between the Contractor and local individuals/firms/agencies does not imply and should not be deemed to imply that they or their agents consider the individual/firm/agency as suitable for engagement by the Contractor. Within this context the Employer and the Council will work with local agencies to help facilitate the achievement of the targeted recruitment and training requirements.

Part 2 Requirements

The Contractor is required to provide, after discussion with Stockton Borough Council's Labour Market Co-ordinator and/or other persons and agencies identified by the Employer, a Recruitment and Training Method Statement with their tender using the pro-forma attached, showing how they will deliver the requirements set out in 2.1 to 2.6 below, including management and monitoring arrangements.

The Contractor's Recruitment and Training Method Statement will be allocated _% of the marks available in the tender evaluation.

2.1 Recruitment and Training

- 10% of the person-weeks required to deliver appropriate parts of the works to be provided by employed status new entrant trainees recruited via the Labour Market Co-ordinator or another agency named by the Council, where:
 - i) a person-week is the equivalent to one person being employed for 5 days
 - ii) a new entrant trainee is a school or college leaver, or an adult that has not been actively engaged in the labour market during the previous 6 months, or who is undertaking training towards a recognised qualification.
- Unwaged work placement opportunities to be made available on site for suitable individuals when requested by the Labour Market Co-ordinator.

2.2 Equal Opportunities

In response to the Race Relations (Amendment) Act 2000 the Contractor must implement equal opportunities practices on site that satisfy the following minimum requirements:

- all vacancies on site must be notified to the Labour Market Co-ordinator;
- all vacancies should be filled through a recruitment process that accords with best Equal Opportunities practices;
- the operation of a formal complaints procedure, backed up by appropriate disciplinary action, for incidents of discrimination or abuse relating to race, colour, gender, religion, age and disability: this procedure to be made known to all personnel on site and to include records that are available for inspection by the Council or their agent at any time.

2.3 Small and Medium Sized Enterprises (SMEs)

The Contractor is required to use their best endeavours to maximise opportunities for SMEs based in the Borough of Stockton-on-Tees or within the Tees Valley area (incorporating the unitary authorities of Darlington, Hartlepool, Middlesbrough, Redcar & Cleveland and Stockton-on-Tees). It is therefore a requirement for the Contractor to provide as part of the Method Statement showing how they will maximise opportunities for SMEs through the contract and what monitoring information they will provide in relation to this.

2.4 Monitoring and Reporting

The Contractor is required to maintain a Site Security Record that includes the following data for each person engaged on site in any capacity:

- the date they commenced on site;
- their home address (rather than a local accommodation address) including the full post-code;
- their employer (or who they have been engaged by if self-employed);
- their trade/occupation;
- the date they finished working on site

To comply with the Data Protection Act the Site Security Record must include a statement authorising the Contractor to disclose personal data from the Record to the Council or their Agent for the purposes of contract monitoring. This statement is to be signed by the person listed.

The Site Security Record must be available to the Council or their agent at any time.

Prior to site progress meetings the Contractor must prepare a schedule showing for the Contractor and any sub-contractor:

- the number of person weeks utilised on the contract during the period and cumulatively;
- the number of personnel that commenced on site in the period;

2.5 Subcontractor Compliance

It is the Contractor's responsibility to develop a working method that will deliver the community benefit requirements and the related records and monitoring data, and obtain the full co-operation of subcontractors.

2.6 Insurances

The Contractor must provide insurance that includes cover for people aged 16 and over and for staff from employment and training organisations when visiting the site.

Targeted Recruitment and Training Method Statement

Contract Title

Name of Company

Address of the Company

Contact Name

Position

Telephone numbers

E-mail address

I confirm that this Method Statement sets out the actions that will be undertaken to ensure the achievement of the targeted recruitment and training requirements of the contract. **It is recognised that this document will be evaluated as part of the tender assessment and contract award procedure, and that delivery of the targeted recruitment and training requirements will be a contract condition.**

Signed

(Print Name)

Date

Please provide information in each of the following sections. This document must be submitted as part of each valid tender.

1. Equal Opportunities.

What steps will you take to ensure that all vacancies are notified to Stockton Borough Council's Labour Market Co-ordinator or another person/agency identified by the Employer

--

How will you ensure that sub-contractors comply with this?

--

1.3 How will you collect data on the numbers of vacancies offered to the named agencies, and the number filled by candidates from these agencies?

--

2. Training Opportunities

2.1 Opportunities to be provided: please complete Table 2.1 in relation to the whole contract period

Table 2.1 Person-weeks to be delivered on the whole contract

Occupation	Labour Requirement						
	Total for Contract		Person-weeks delivered by New Entrant Trainees		Total No.		% of total P/wks
	P/wks	No	P/wks	No	P/wks	No	

P/wks - A person-week is the equivalent of one person working for 5 days either on site, or through a mix of on-site work and off-site training. The total person-weeks utilised on the contract to include time provided by management and professional staff, trades and operative staff, and ancillary staff.

No. – enter here the number of individuals that you anticipate using for each occupation and category.

A new entrant is a school or college leaver, or an adult that has not been actively engaged in the labour market during the previous 6 months, or who is undertaking training towards a recognised qualification.

2.2 What arrangements will you make to provide mentoring and support to new entrant trainees and work experience placements, and ensure maximum achievement of industry accreditation?

--

2.3 What steps will be taken to ensure subcontractor co-operation where this is necessary to fulfil the training requirements?

--

2.4 Does the company have a training policy? If so, what are the main elements.

--

3. Small and Medium Sized Enterprises

3.1 What steps will you take to promote supply and sub-contract opportunities to firms within the Stockton and Tees Valley area?

--

4. Management, Administration and Reporting

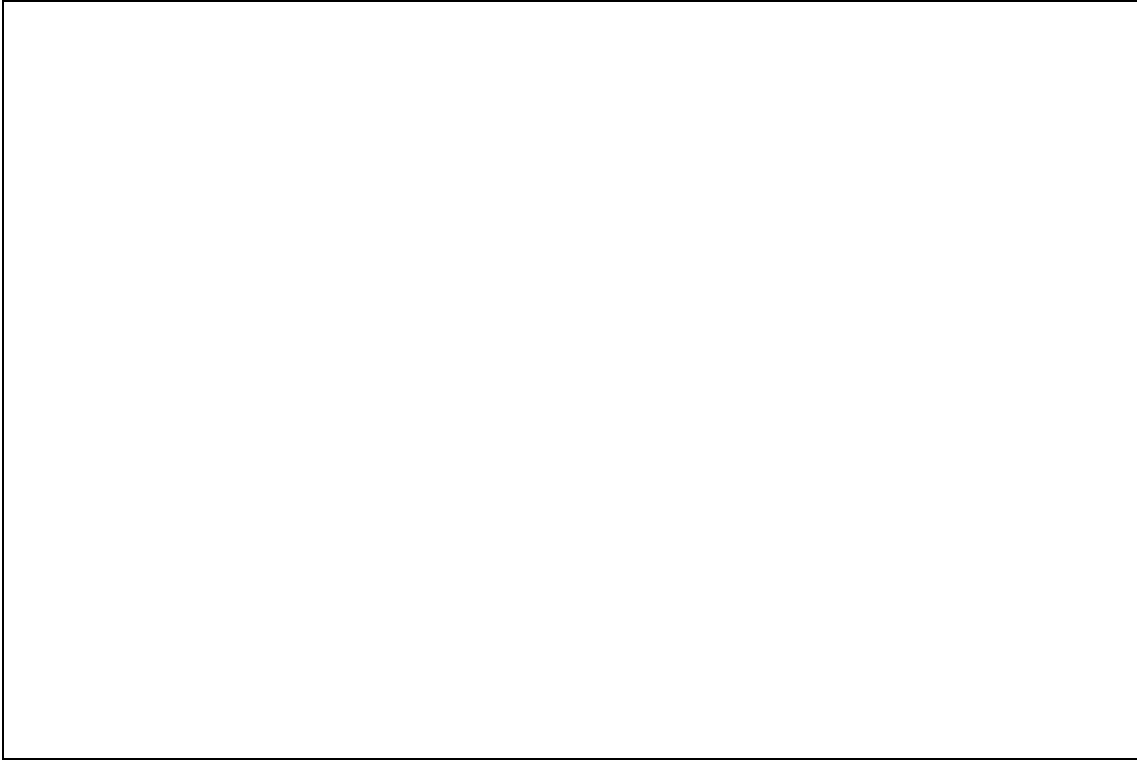
4.1 Who will be responsible for the achievement of the recruitment and training requirements? What previous experience do they have of delivering targeted recruitment and training?

4.2 How will the monitoring information be collated in order to provide evidence of performance against the Key Performance Indicators? Who will be responsible for this?

4.3 How will you ensure that 'personal data' as defined by the Data Protection Act will be made available to the Employer and/or their agent for contracting purposes?

5. Any Other Information

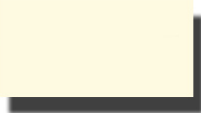






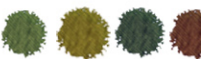
Please provide any other information about the approach and actions you intend to take to ensure the delivery of the targeted recruitment and training requirements.

A large, empty rectangular box with a thin black border, intended for the user to provide additional information regarding the recruitment and training approach and actions.

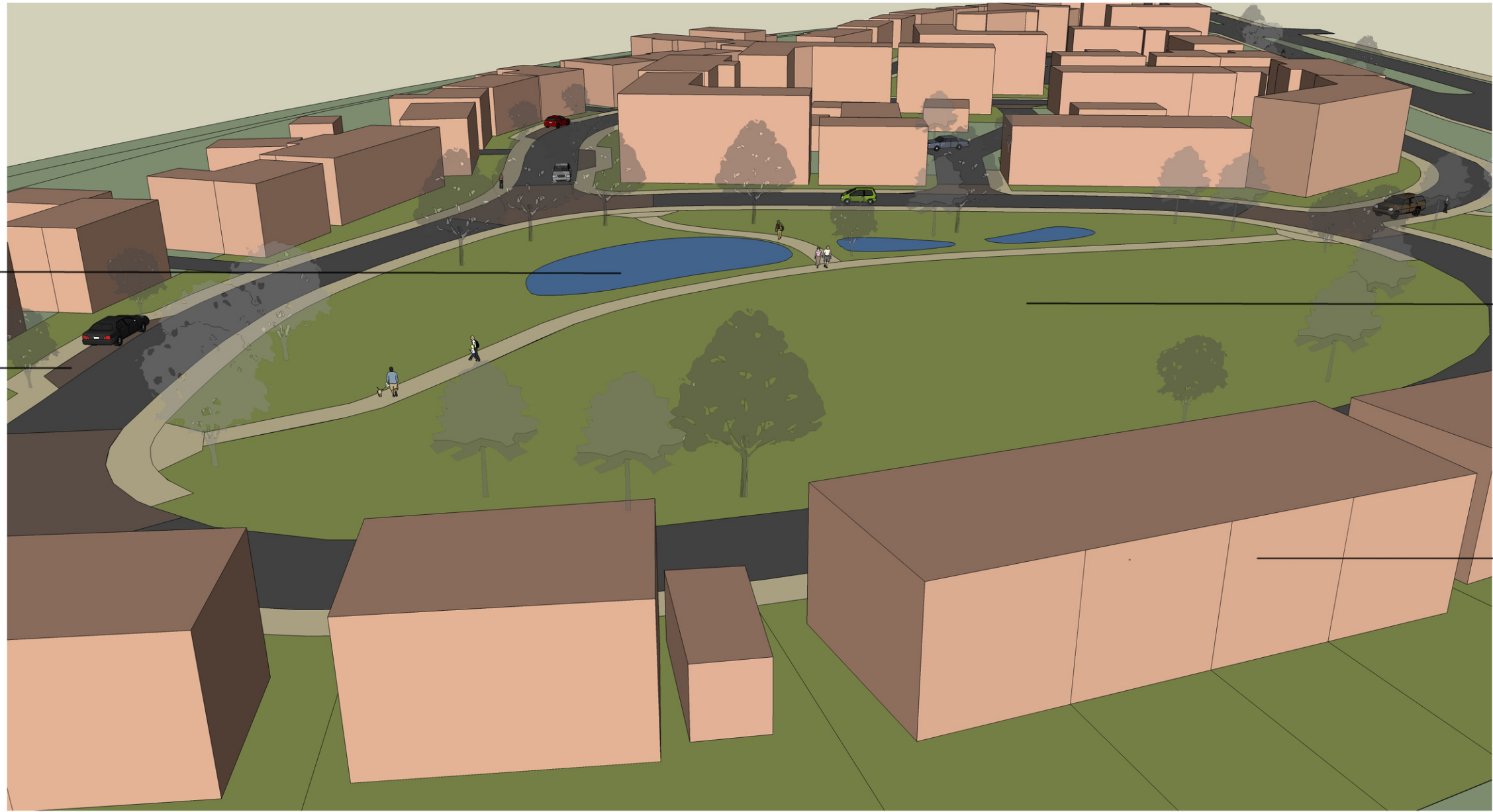
Appendix 9



Notifications

-  Footways
-  Highways
-  Raised Junctions/Alternate Surface Treatment
-  Private Open Space
-  Public Open Space
-  Residential Dwellings
-  Buffer Planting
-  Tree Planting

Appendix 10



SUDS

Public Park

Parking Bays

Buildings to overlook public open space.

