

DELEGATED

AGENDA NO

PLANNING COMMITTEE

27 FEBRUARY 2018

**REPORT OF DIRECTOR,
ECONOMIC GROWTH AND DEVELOPMENT**

17/2942/FUL

Yarm School, The Friarage, The Spital

The erection of a footbridge (for school use only) across the River Tees and the formation of grass playing pitches with associated access

Expiry Date : 13 March 2018

SUMMARY

Full planning permission is sought for a bridge and grass playing pitches with associated access.

A total of 278 comments have been received and a summary is set out within the consultation section of this report. The objections raised relate primarily to traffic impact on Egglescliffe village; the impact on Tees Heritage Park; risk of anti-social behaviour; impact on residential amenity and other matters.

The main planning considerations of this application are the compliance of the proposal with national and local planning policy, the impacts upon the character and appearance of the area, impact on the conservation area, highway safety, flood risk, ecology, archaeology and nature conservation and other material planning considerations.

The application site is located within an area identified as part of the Tees Heritage Park. Core Strategy policy CS10 seeks to maintain the separation between settlements, along with the quality of the urban environment through the protection and enhancement of the openness of Green Wedges within the conurbation. The application site also lies adjacent to and within the Yarm and Egglescliffe Conservation Areas.

The Council's Landscape Architect has considered the proposal and concluded that the bridge would introduce a new permanent built element on to the edge of a rural landscape. However, it is considered that the bridge design has been carefully considered to minimise its impact on local character and visual amenity. The submitted design has a low profile with a gentle arch, although it still allows a vessel to pass beneath. It has slender legs on low concrete supports, and appears as a light timber structure to minimise its visual impact.

The proposed development of playing pitches on the eastern side of the river is located within the Tees Heritage Park. The Tees Heritage Park identifies an area of '...unique, highly attractive countryside and heritage landscape'. Remodelling for the pitches in this area should be minimal as the farmland is already relatively flat and open in nature. Fencing around the pitches is proposed to be timber post and rail, and this enclosure accompanied by the proposed native species hedging will be traditional in character with a perceived low visual impact. Once mature the proposed boundary treatment will screen much of the activity on the pitches, although tall goal posts will be

visible at all times. Whilst the proposal will result in some small changes to the character of the area and the park, the playing fields will remain as open green space.

The uses considered appropriate with green wedges are those that ensure their open aspect is retained and require only limited built development, such as sport and recreation. It is considered that the proposal will not result in the coalescence of settlements and will not harm the openness or amenity value of the Green Wedge and would not detrimentally alter the character of the Tees Heritage Park.

Historic England's specialist staff have considered the proposal and raise no objection. In their previous consideration of the proposed bridge and playing fields, Historic England had stated that 'the proposed bridge offers the opportunity for an exciting addition to the landscape. The proposed design is a simple curve in timber which would weather down and develop an attractive patina'. On the basis of the present proposal this outcome will be achieved.

In respect of the playing fields Historic England previously concluded that the playing fields as proposed, with no fencing (save the planted boundary around the site) or lighting, in their opinion would cause no harm to the setting of the conservation area. The open nature of the site would be retained and, whilst the character of the area would change from 'wild' to 'managed', this could change within its current agricultural use.

It is therefore considered that the character and appearance of the Conservation Areas will not be negatively affected and the proposals would not detract from the setting of any listed buildings/scheduled monuments. It is considered that there will not be an adverse impact on heritage assets as a result of the proposals and the application will preserve and enhance the character of the conservation area and therefore accords with saved policies EN24 and EN28. Furthermore it is considered that the proposal will not negatively impact on the character of the Tees Heritage Park.

A Flood Risk Assessment accompanies the application which confirms that it is highly unlikely that the proposed footbridge will have any significant impact on flood risk. The form and location of the bridge will result in minimal loss of floodplain storage and little/no impact on flood flow routes. The minor cut and fill required for the playing pitches will not affect the operation of the flood plain or increase flooding elsewhere. The Environment Agency has fully considered the flood risk and has no objection to the proposal subject to appropriate controlling conditions. The Council's Flood Risk Management Team also raises no objection to the proposal.

In respect of archaeology, Tees Archaeology has considered the proposal and raises no objection to the planning application subject to an appropriate controlling condition.

In terms of noise, the noise assessment submitted with the previous application confirmed that during the construction of the playing pitches the effects of noise can be adequately controlled through a Construction Management Plan. Furthermore the proposed restriction on the hours of pitch use, and the fact that flood lighting is not proposed, will both ensure that sporting activities are limited to daylight hours. In the summer, use of the pitches will end by 19.00. A condition limiting the use of the pitches up to 19:00 hours all year round is recommended. The Environmental Health Manager has no objection to the proposal subject to the imposition of a controlling condition.

The application is accompanied by a Phase 1 Habitat survey which confirms that the site of the proposed sports pitches comprises arable field and amenity grassland. Habitats on site are considered to be of predominantly low ecological value supporting a limited assemblage of common farmland and urban fringe birds of local ecological values, and common mammal species.

The development will result in the loss of agricultural land, however these fields are intensively managed and sprayed with limited ecological value and no protected species have been recorded as resident within the site. Existing trees and shrubs will be largely retained and landscape enhancement works proposed which will result in an overall net increase in biodiversity provision across the site.

Appropriate mitigation measures are proposed and Natural England has examined the proposal and raises no objection subject to the imposition of controlling conditions.

The Highways, Transport and Design Manager has considered the proposal and raises no objection on highway grounds to the proposed development.

The re-location of the playing pitches would, in terms of highways impact, have a small net benefit on the highway network within Yarm as it would remove several trips associated with transporting pupils to / from the current provision on Green Lane. It would also remove the current 'match day' parking issues in the vicinity of the existing provision as spectators would be able to utilise the on-site provision within the school grounds. It is therefore considered that, if approved, the re-location of the playing pitches would have a slight positive impact on the highway network within the vicinity of Yarm.

It is considered that whilst there would be an impact on the local highway network during the construction phase this impact can be managed through the agreement of a construction management plan.

The applicant has submitted a construction method statement, in support of the proposed application, which sets out the measures that will be put in place during the construction phase to minimise the impact on the local highway network. The information provided within the construction method statement is considered to be acceptable however the final details are subject to a condition.

The impacts of the proposal have been considered against national and local planning guidance and the development as proposed is considered to be in line with general planning policies set out in the Development Plan. The proposal is also considered acceptable in terms of highway safety, does not adversely impact on the neighbouring properties and character of the Conservation Area, ecological habitat, archaeology, flooding and is recommended for approval with conditions as set out below. It is considered that there are no adverse impacts which significantly and demonstrably outweigh the benefits of granting planning permission in this case.

RECOMMENDATION

That planning application 17/2942/FUL be approved subject to the following conditions and informatives:

01 The development hereby approved shall be in accordance with the following approved plan(s);

Plan Reference Number	Date on Plan
SD-10.07 A	24 January 2018
SD-10.06 A	24 January 2018
SD-80.01 A	24 January 2018
SD-10.05 A	24 January 2018
SD-30.02 A	24 January 2018
SD-00.01	5 December 2017
746(PJ2183)/102	6 December 2017
746(PJ2183)/101	6 December 2017

- 02. Prior to the commencement of the development, details of all external finishing materials including footpaths shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.**

Reason: To ensure a satisfactory external appearance and to reserve the rights of the Local Planning Authority with regard to these matters.

- 03. Notwithstanding the submitted information a detailed scheme for landscaping and tree and/or shrub planting shall be submitted to and approved in writing by the Local Planning Authority before the development authorised or required by this permission is commenced. Such a scheme shall specify types and species, layout contouring and surfacing of all open space areas including details of local plant provenance to improve ecological values and the creation of wildlife corridors. The scheme of landscaping shall also include indications of all existing trees and hedgerows on the land, and details of any to be retained, together with measures for their protection to be used in the course of development. The scheme shall also show the treatment proposed to all ground surfaces. The works shall be carried out in the first planting and seeding season following the occupation of the buildings or the completion of the development whichever is the sooner and any trees or plants which within a period of five years from the date of planting die, are removed, become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species unless the Local Planning Authority gives written consent to any variation.**

Reason: To ensure satisfactory landscaping to improve the appearance of the site in the interests of visual amenity and promotion of Biodiversity

- 04. Construction works and all associated groundworks, activity and deliveries shall take place only between the hours of 0800 and 1800 on Mondays to Fridays and only between the hours of 0900 and 1300 on Saturdays and shall not take place at any time on Sundays or on Bank or Public Holidays.**

Reason: To ensure that the development does not prejudice the enjoyment of neighbouring occupiers of their properties.

- 05. No development shall commence until a scheme for the protection of trees (Section 7, BS 5837:2005) has been submitted to and approved in writing by the Local Planning Authority. The requirements of Stockton-on-Tees Borough Council in relation to the British Standard are summarised in the technical note ref INFLS 1 (Tree Protection). Any such scheme agreed in writing by the Local Planning Authority shall be implemented prior to any equipment, machinery or materials being brought to site for use in the development and be maintained until all the equipment, machinery or surplus materials connected with the development have been removed from the site.**

Reason: To protect the existing trees on site that the Local Planning Authority consider to be an important visual amenity in the locality which should be appropriately maintained and protected.

- 06. All ecological mitigation measures within the Ecological Appraisal, E3 Ecology Ltd Report November 2017 shall be implemented in full in accordance with the advice and recommendations contained within the document.**

Reason: To conserve protected species and their habitat

- 07. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, a remediation strategy detailing how this unsuspected contamination shall be dealt with. The remediation strategy shall be implemented as approved.**

Reason: Unexpected contamination may exist at the site which may pose a risk to human health and controlled waters

- 08. Notwithstanding the submitted information details of the maintenance and management of the bridge shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of the development and shall be implemented in accordance with the approved scheme.**

Reason: To enable the Local planning Authority to control details of the development

- 09. No development shall take place, until a Construction Management Plan has been submitted to, and approved in writing by, the local planning authority. The Construction Management Plan shall provide details of:**
- (i) the site construction access(es)**
 - (ii) the parking of vehicles of site operatives and visitors;**
 - (iii) loading and unloading of plant and materials including any restrictions on delivery times;**
 - (iv) storage of plant and materials used in constructing the development;**
 - (v) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing,**
 - (vi) measures to be taken to minimise the deposit of mud, grit and dirt on public highways by vehicles travelling to and from the site;**
 - (vii) measures to control and monitor the emission of dust and dirt during construction;**
 - (viii) a Site Waste Management Plan;**
 - (ix) details of the routing of associated HGVs including any measures necessary to minimise the impact on other road users;**
 - (x) measures to protect existing footpaths and verges; and a means of communication with local residents.**

The approved Construction Management Plan shall be adhered to throughout the construction period.

Reason : In the interests of highway safety and residential amenity.

- 10. Prior to the bringing into use of the playing fields a Management Scheme to include, management responsibilities, including car parking management, hours of operation and a mechanism for review shall be submitted to and approved in writing by the Local Planning Authority. The measures set out in the approved scheme shall be complied with in full, with effect from commencement of use of the development.**

Reason: To ensure the satisfactory management arrangements of the facilities.

- 11. The development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment carried out by JBA**

Consulting 2017-2017s6976- Footbridge and sports pitches FRA report Final 28.11.2017 Rev2 Docx and shall include the following mitigation:-

1. Identification and provision of safe route(s) into and out of the site to an appropriate safe haven.
2. The soffit of the footbridge shall be set no lower than 8.73m Ordnance Datum (AOD).
3. There shall not be any temporary buildings or services located within the functional floodplain (Flood Zone 3b)

The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

Reason :To prevent loss of floodplain and no increase in flood risks to others; to ensure safe access and egress from and to the site and to reduce the risk of flooding to the proposed development and future occupants.

12. The development hereby permitted shall not be commenced until such time as a scheme for flood defence access must be submitted to, and approved in writing by, the local planning authority. The scheme shall include the following:
 - Details showing that the existing flood defence on the River Tees will be protected.
 - The area surrounding the flood defence embankment will be open and access will be available to the Environment Agency at all times to allow for future maintenance.
 - Access to the flood defences will be able to accommodate large and heavy machinery to ensure all types of works are achievable on the flood defence by the Environment Agency's maintenance teams.The scheme shall be fully implemented and subsequently maintained, in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

Reason : To reduce the risk of flooding to homes that are afforded protection by the flood defence.

13. The following measures must be taken for all piling activities on the River Tees:
 - Do not undertake piling at night.

Reason : Impact to spawning fish is considered relatively low risk, but avoiding the spawning times of coarse fish (April- June inclusive), will reduce risk further and considered good practice.

14. No development until a detailed method statement for removing or the long-term management / control of Giant Hogweed, Himalayan Balsam and Japanese Knotweed on the site shall be submitted to and approved in writing by the local planning authority. The method statement shall include proposed measures that will be used to prevent the spread of Giant Hogweed and Himalayan balsam during any operations e.g. mowing, strimming or soil movement. It shall also contain measures to ensure that any soils brought to the site are free of the seeds / root / stem of any invasive plant covered under the Wildlife and Countryside Act 1981, as amended. Development shall proceed in accordance with the approved method statement.

Reason: Giant Hogweed, Himalayan balsam and Japanese Knotweed are all listed under schedule 9 of the Wildlife and Countryside Act 1981.

15. The playing pitches shall not be used after 19.00 hours.

Reason: In the interest of residential amenity.

- 16. Notwithstanding the submitted information and prior to use of the playing pitches, precise details of the emergency access gate and Management Strategy shall be submitted to and approved in writing by the Local Planning Authority and implemented in accordance with the approved scheme.**

Reason: To ensure effective operations of the emergency access and in the interests of residential amenity.

- 17. A) No development shall take place until a programme of archaeological work including a Written Scheme of Investigation has been submitted to and approved by the local planning authority in writing. The scheme shall include an assessment of significance and research questions; and:**
- 1. The programme and methodology of site investigation and recording**
 - 2. The programme for post investigation assessment**
 - 3. Provision to be made for analysis of the site investigation and recording**
 - 4. Provision to be made for publication and dissemination of the analysis and records of the site investigation**
 - 5. Provision to be made for archive deposition of the analysis and records of the site investigation**
 - 6. Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation.**
- B) No development shall take place other than in accordance with the Written Scheme of Investigation approved under condition (A).**
- C) The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under condition (A) and the provision made for analysis, publication and dissemination of results and archive deposition has been secured.**

Reason: In the interests of the preservation of any archaeological remains.

- 18. Notwithstanding the submitted information the precise details of the design and design criteria for the bridge shall be submitted to and approved in writing by the Local Planning Authority and implemented in accordance with the approved scheme.**

Reason: To ensure a satisfactory form of development.

- 19. No development shall take place unless and until:**
- a. A detailed assessment of ground conditions of the land proposed for the new playing pitches shall be undertaken (including drainage and topography) to identify constraints which could affect playing field quality; and**
 - b. Based on the results of this assessment to be carried out pursuant to (a) above of this condition, a detailed scheme to ensure that the playing fields will be provided to an acceptable quality (including appropriate drainage where necessary) shall be submitted to and approved in writing by the Local Planning Authority after consultation with Sport England.**

The works shall be carried out in accordance with the approved scheme within a timescale to be first approved in writing by the Local Planning Authority after consultation with Sport England.

Reason: To ensure that site surveys are undertaken for new or replacement playing fields and that any ground condition constraints can be and are mitigated to ensure provision of an adequate quality playing field.

- 20. No playing pitches shall be brought into use until a community use scheme has been submitted to and approved in writing by the Local Planning Authority [after consultation with Sport England]. The scheme shall apply to the proposed playing pitches (and associated facilities) and shall include details of pricing policy, hours of use, access by non-educational establishment users, management responsibilities, a mechanism for review and a programme for implementation. The approved scheme shall be implemented upon the start of use of the development and shall be complied with for the duration of the use of the development.**

Reason: To secure well managed safe community access to the sports facility, to ensure sufficient benefit to the development of sport.

- 21. The existing School Travel Plan shall be updated to include information that would be sent in advance to any visiting teams about parking arrangements; Information for parents that outlines that pupils must be dropped off / picked up from within the School; and Details of signage and stewarding to control traffic and parking for major events. The Plan shall be submitted to and approved in writing by the Local Planning Authority and implemented in accordance with the approved Plan.**

Reason: In the interests of highway safety and to promote sustainable modes of travel.

- 22. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no gates, fences, walls or other means of enclosure, field shelters or other ancillary buildings shall be erected or placed on the site without the prior written approval of the Local Planning Authority.**

Reason: In the interests of protecting the visual amenities of the area.

- 23. No external lighting shall be installed on the site and no floodlights or other methods of illuminating the site shall be erected without the prior written consent of the Local Planning Authority.**

Reason: In the interests of protecting the visual amenities of the area.

- 24. The development hereby permitted shall not be commenced until such time as a scheme to ensure that the bank will be protected from scour has been submitted to, and approved in writing, by the local planning authority. The scheme shall be fully implemented and subsequently maintained, in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the Local Planning Authority.**

Reason: To ensure that the bank is protected from the effects of scour caused by the piers.

- 25. No development shall commence until full details of:**
(a) the proposed works/contractors' compound(s) (including any buildings, moveable structures, works, plant, machinery, access and provision for the storage of vehicles, equipment and/or materials); and

(b) a scheme for the removal of the works/contractors' compound(s) and the restoration of the land on which it is situated are submitted to and approved in writing by the Local Planning Authority. The works/contractors' compound shall not be provided and used on the site other than in accordance with the approved details and shall be removed and the land on which it is situated restored in accordance with the approved details before use of the development hereby approved commences.

Reason: In the interests of highway safety and visual amenity.

- 26. No development shall commence until full details of the number, location and type of life buoy's/tow lines to be provided shall be submitted to and approved in writing by the Local Planning Authority. The life buoy's/tow lines shall be installed prior to first use of the bridge and subsequently maintained.**

Reason: To ensure a safe and secure environment

INFORMATIVE OF REASON FOR PLANNING APPROVAL

Informative: Working Practices

The Local Planning Authority has worked in a positive and proactive manner and sought solutions to problems arising in dealing with the planning application by gaining additional and revised information to assess the scheme and by the identification and imposition of appropriate planning conditions.

Informative : Canal & River Trust

The applicant/developer is advised to contact Alan Daines (0113 200 5713) in order to ensure that any necessary consents are obtained and that the works comply with the Canal & River Trust Code of Practice for Works affecting the Canal & River Trust.

Informative: Flood Risk Permits - Advice to Applicant

The River Tees within your site boundary is designated "main river" and under the Environmental Permitting Regulations 2010. You may require an environmental permit for flood risk activities. If you want to do work within 8 metres of a non-tidal sections, or 16 metres of the tidal section, instance where work is proposed:

- a) in, under or near a main river (including where the river is in a culvert;
- b) on or near a flood defence on a main river c)in the floodplain of a main river
- d) on or near a sea defence.

You can find out more information on permit requirements using the following link :

<https://www.gov.uk/guidance/flood-risk-activities-environmental-permits>. If a permit is required, it must be obtained prior to beginning the works.

The applicant is advised to contact the Environment Agency to discuss the issues likely to be raised. For further details about flood risk permits, please contact our local Partnerships and Strategic Overview team on NE EPR Permit@environment-agency.gov.uk

Informative : Biodiversity

Cofferdams

Confirmation of silt control will be required on water pumped from the encasement. Pumps to be screened to 3mm to comply with eel legislation and help prevent lamprey entrainment. Any fish

observed trapped within dewatered encasement to be removed and returned to the river. Silt removed from the bed within cofferdam should be monitored for eel and lamprey and any found returned to the river.

Protected Species

Otters have been recorded as part of the ecological appraisal. European Otters are a European protected species (EPS) and is also fully protected under schedule 5 of the Wildlife and Countryside Act 1981. It is an offence to capture, kill, disturb or injure an otter or to damage or destroy their breeding or resting places. It is also an offence to obstruct access to their resting or sheltering places (deliberately or by not taking enough care).

When completing in river works, construction of bridge and vegetation clearance to bankside, care must be taken to ensure otter are not disturbed. European Otters are recorded along this reach of the River Tees. If otters are seen, work should stop until they have moved through the area. If a hole or potential otter holt site is found then work should stop and qualified ecologist contacted.

Any excavations left open overnight must have a means of escape for mammals that may become trapped. An otter checking survey should be undertaken no more than two months prior to the commencement of works.

Watercourses

Where tree planting is to occur adjacent to the watercourse we request that the applicant follow UK Forestry Standards (2017) for working near water (section 6.7).

Where site works encroach on the watercourse we agree with the ecological reports recommended buffer zone of 10m, where the bank top is defined as the point that the bank meets normal land levels.

Signal Crayfish

The River Tees is a known waterbody for signal crayfish presence. Signal Crayfish are a non-native species listed under Schedule 9 to the Wildlife and Countryside Act 1981 with respect to England, Wales and Scotland. As such it is an offence to release or to allow the escape of this species into the wild.

Where in-channel works are to be undertaken, we advise the applicant to undertake thorough biosecurity measures both pre- and post- works to ensure the spread of signal crayfish is limited.

Where works are undertaken adjacent to watercourse, operators must abide by Environment Agency Pollution Prevention Guidelines.

Informative : Invasive Species

It is an offence to introduce or spread these into the wild. Additionally any measures to control or remove on site need to be in accordance with UK legislation. Biosecurity measures need to be in place for the duration of the works and strictly adhered to by all site operatives.

BACKGROUND

1. Yarm School was established in 1978 and moved into the Friarage in 1980. The school has recently invested in new facilities and is a leading independent school.

2. In 2012 a hybrid planning application (12/2568/EIS) was submitted which sought full permission for the creation of 11 playing pitches for Yarm School together with access for emergency/maintenance vehicles, a new pedestrian footbridge over the River Tees, two river pontoons, enhancement of landscape and creation of public greenspace, enhancement of the Teesdale Way and footpath network and provision of a new public car park for Yarm Town Centre. Outline

consent was also sought for a small pavilion linked with the playing pitches (all matters reserved except access).

3. This application followed the withdrawal of a similar application (12/1595/EIS) submitted earlier in 2012. Following consultation on the withdrawn application the proposals were revised by removing the pitch area adjacent to Egglecliffe Village; astro turf pitches removed, the pitch numbers reduced to eleven; the pavilion design revised to a single storey building of traditional design with floorspace reduced by 70%; the bridge reorientated to provide greater separation distance from residential properties on Atlas Wynd; river pontoons added; bridge plinths revised and the car park redesigned to 34 spaces to be barrier controlled with lighting switched off after close (operating hours 07.00 to 19.30).

4. The revised application was considered by the Planning Committee in January 2013 and refused for the following reasons:

1. *In the opinion of the Local Planning Authority the proposed access to the site by construction work traffic and machinery via Egglecliffe village was unsatisfactory due to the restricted width of the access and proximity to a listed building and, further, the absence of control over the land, or likelihood of gaining control, over which the vehicles would be required to pass therefore the development could not take place.*
 2. *In the opinion of the Local Planning Authority the proposed development will adversely affect the openness and amenity value of the Green Wedge by the introduction of maintained playing fields and the associated paraphernalia and associated noise contrary to Core Strategy Policy CS10(3).*
 3. *In the opinion of the Local Planning Authority the proposed development is contrary to Saved Policy EN7 and Saved Policy EN24 of the Adopted Stockton-on-Tees Local Plan in that it is considered by virtue of the nature of the development it would harm the landscape value of the special landscape area of the Tees Valley which will not be permitted and harms the character and appearance of the Egglecliffe and Yarm Conservation Areas.*
 4. *In the opinion of the Local Planning Authority the proposed development is contrary to the Adopted Core Strategy policy CS6.3 in that it will adversely affect the quantity and quality of open space.*
5. In 2016 Yarm School submitted a revised application (16/1904/FUL) for the bridge element of the scheme only. This application was subsequently refused on 16th August 2017 for the following reasons:
1. *In the opinion of the Local Planning Authority the proposed bridge would result in an unnecessary intrusion into the landscape/riverscape along the banks of the River Tees adversely affecting the character of the surrounding area contrary to policy CS3(8) of the Core Strategy and saved policy EN7 of the adopted Stockton-on-Tees Local Plan.*
 2. *In the opinion of the local planning authority the proposed development would result in a significant increase in pedestrian movements thereby adversely impacting on the amenity of the existing residents through additional noise and general disturbance contrary to paragraph 17 of the National Planning Policy Framework.*

6. The current application differs from the previous applications in that the extent of the playing pitches has been reduced and the bridge will be for school use only and will not be available for public access with the exception of organised community use.

SITE AND SURROUNDINGS

7. The site (with the exception of the western end of the bridge) is located to the north of the River Tees in Yarm on land within a loop of the River. The site extends to 14.3 hectares in area and is bound to the north by the village of Egglecliffe and by scrub and grazing land; to the south by the River Tees; to the east by arable farmland and beyond that the River Tees; and to the west by the River Tees and beyond that Yarm School and Yarm High Street.

8. The majority of the site is currently managed as arable farmland although it falls within the extent of the Tees Heritage Park.

9. The Teesdale Way, a public right of way runs along the perimeter of the site adjacent to the River Tees. In addition, networks of informal tracks cross into Tees Heritage Park at a number of locations, including a vehicular track that runs south of Egglecliffe Village.

10. The northern part of the site is partially located within the Egglecliffe Conservation Area and the western end of the pedestrian bridge over the River Tees is within the Yarm Conservation Area.

PROPOSAL

11. Yarm School states that it requires a range of playing pitch provision for different sports and uses at different times of the year and in response to this the proposed development has been designed to make provision for both winter and summer activities.

12. The school states that whilst the existing playing pitches at Green Lane are fit for purpose, their remote location involves pupils in a lengthy walk to use them. In addition, they do not provide sufficient car parking for the volume of users on school fixture days and they have received a number of complaints in the past regarding the quantity of vehicles parked on grass verges along Green Lane, and associated traffic problems.

13. The proposed layout will allow grass playing pitches to be provided (8 in winter and 7 in summer). Emergency access to the playing pitches will be provided by retaining and extending the existing agricultural access track which will be secured at the northern end towards Egglecliffe by a lockable agricultural gate.

14. A new footbridge is proposed over the River Tees to directly link Yarm School with the proposed playing pitch provision via a secure access. This bridge will be for school use only and will not be available for public access with the exception of organised community use. It is proposed that the bridge will be a wooden structure and has been designed to meet the requirements of Rivers and Canal Trust. Two central columns are proposed to support the bridge which will be constructed from reinforced concrete foundations with wooden supports. Ramps will be provided where the bridge meets the western and eastern landing points to provide inclusive access and the footbridge is designed to adoptable standards and is DDA compliant.

15. The summer facilities comprise:

- 1 No. Athletics Track (Level 3 Provision)
- 1 No. Senior Cricket Pitch (20.12 x 3.05 pitch)
- 1 No. Junior Cricket Pitch (19.2 x 3.05 pitch)
- 4 No. Junior Rounders Pitches (40m x 60m)

16. The winter facilities comprise:
2 No. Rugby Union Senior Pitches (120m x 70m)
2 No. Rugby Union Pitches (110m x 80m)
2 No. Mini Rugby Pitches (65m x 40m)
1 No. Senior Football Pitch (90m x 50m)
1 No. Training Grid (50m x 40m)

17. All the proposed pitches are grass and there are to be no Astroturf pitches or floodlights.

CONSULTATIONS

18. The following Consultations were notified and any comments received are set out below:-

19. Highways Transport & Design Manager

General Summary

The Highways Transport and Design Manager has no objections to the proposed erection of a footbridge (for school use only) across the River Tees and the formation of grass playing pitches with associated access.

Highways Comments

The proposed development is for the erection of a footbridge (for school use only) across the River Tees and the formation of grass playing pitches with associated access.

A similar application was considered in 2012 (12/2568/EIS) and no highways objections were raised.

The current application is also similar to a previous application 16/1904/FUL however; it should be noted that due to the nature of the proposed works there would be a greater level of construction activity associated with the current proposals as they include the provision of playing pitches. The Highways Transport and Design Manager had no objections to the previous application on highways grounds.

Highways Impact / Car Parking

The applicant has submitted a Transport Statement and supplementary information setting out how the current playing pitches, located on Green Lane, are operated in support of the application.

The re-location of the playing pitches would, in terms of highways impact, have a small net benefit on the highway network within Yarm as it would remove several trips associated with transporting pupils to / from the current provision on Green Lane. It would also remove the current 'match day' parking issues in the vicinity of the existing provision as spectators would be able to utilise the on-site provision within the school grounds. It is therefore considered that, if approved, the re-location of the playing pitches would have a slight positive impact on the highway network within the vicinity of Yarm.

The applicant, as a part of the TS, has also provided a Car Park Management Plan which is considered to be broadly acceptable. The final details of this should be secured by condition.

Maintenance / Emergency Access Arrangements

In order to maintain the proposed pitches an access track would be required which would also be utilised for emergency vehicles as and when required.

The track would be gated to prevent visitors to the playing pitches using the access. This needs to be conditioned should planning approval be granted. The access restrictions also need to ensure that pedestrians are not able to use this track to prevent parents from parking in Egglecliffe

Village and walking to the sports pitches as there are no suitable parking areas in Egglecliffe Village to accommodate any additional demand that this development could bring.

Subject to suitable restrictions being put in place to prevent unauthorised access there are no objections in principle to the use of this track for maintenance and emergency vehicle access only.

Construction Traffic Management

Whilst it is accepted that in order to undertake the proposed works there would be a short term impact on the local highway, during the construction phase, this can be managed through the agreement of a construction management plan.

The applicant has submitted a construction method statement, in support of the proposed application, which sets out the temporary measures that will be put in place during the construction phase to minimise the impact on the local highway network. It is proposed to access the site, for construction purposes, from Egglecliffe village utilising an existing farm track which would then be utilised by maintenance and emergency vehicles, as set out above, once the works are completed.

The construction method statement provides details of the following:

- Duration of the proposed works;
- Access arrangements to the western bank of the river (including tracking information for a crane);
- Access arrangements to the eastern bank of the river;
- Location of the temporary site compound;
- Methodology for delivering materials to the site during the construction phase.

The information provided within the construction method statement is considered to be acceptable however; the final details should be secured and agreed by condition.

Teesdale Way Public Right of Way

The route of the Teesdale Way is shown on the submitted Landscape Strategy Plan as passing under the proposed bridge on the eastern bank with a clearance of 2.4m. Sustrans Design Manual, Chapter 8 Bridges and Other Structures (draft) February 2015, recommends a minimum pedestrian clearance below bridges to be 2.3m and this is therefore considered to be acceptable. It is also requested that a width of 4m be allowed to incorporate a 2m width footpath with a 1m wide verge to either side. Sufficient clearance has been achieved.

The route of the definitive footpath should be accurately located to determine if the proposals are correct, and therefore do not impact upon the route of the Teesdale Way. If the bridge obstructs the route of the Teesdale Way, a diversion of this footpath may be required. The Council's footpath records indicate the path location is as shown on the plan included in Appendix 1 below.

Should the application be approved, a temporary diversion of the footpath would be required to protect the users of the footpath during the full period of construction works. The applicant would be required to contact the Council's Highway Network team to discuss any temporary diversion.

An informal footpath connection is proposed on the site masterplan between the bridge and the pitches for use by school. No details of this footpath have been provided with regard to materials, however this may be conditioned, if the information is not provided up front.

Landscape & Visual Comments

This application considers the construction of a new wooden pedestrian and Cycle Bridge to link Yarm with the Egglecliffe side of the river, and a development of playing pitches. The bridge is to be used by Yarm School pupils only for access to the area north of the river.

The application is similar to the previous application 16/1904/FUL, which was previously refused by Planning Committee, who considered it to be an unnecessary intrusion into the landscape/riverscape along the banks of the River Tees and adversely affecting the character of the surrounding area. The Highways Transport and Design Manager had no objections to the previous application on landscape and visual grounds. The original application which first proposed the footbridge crossing in 2012 (application 12/2568/EIS) was also supported on landscape and visual grounds. The 2012 application included a number of additional structures including a club house on land east of the river. The current proposals will have a lower landscape and visual impact than that original application which was refused planning permission in 2013.

In the current proposals the arrangement of the eastern approach to the bridge has been slightly altered and the stepped access to the bridge has been removed. The arrangement of the footpath and ramp access within the school site on the western bank has also been amended, and the floating pontoon on the eastern side of the river has also been removed. This application also includes the development of playing pitches on the eastern side of the river, including new boundary fencing and hedging and additional tree planting.

Landscape Character and Visual Impact

The primary landscape and visual effects will arise from the new bridge structure, and the change of character from an agricultural landscape to a recreational one surrounded by new hedgerows. There will also be temporary effects which arise during the construction period.

The landscape and visual comments for application 16/1904/FUL largely still apply to the bridge structure element of this application, and are included in the informative section below. However, the change to a private structure for use only by the school has resulted in additions to the structure to secure it when not in use.

The proposed development of playing pitches on the eastern side of the river is located within the Tees Heritage Park. The Tees Heritage Park identifies an area of '...unique, highly attractive countryside and heritage landscape'. Remodelling for the pitches in this area should be minimal as the farmland is already relatively flat and open in nature. Fencing around the pitches is proposed to be timber post and rail, and this enclosure accompanied by the proposed native species hedging will be traditional in character with a perceived low visual impact. Once mature the proposed boundary treatment will screen much of the activity on the pitches, although tall goal posts will be visible at all times. Whilst the proposal will result in some small changes to the character of the area and the park, the playing fields will remain as open green space. Should the application be approved conditions should be applied to ensure that no additional fencing, floodlighting, storage units or other structures may be constructed on the site in the future. This will ensure that the rural and green character of the area is preserved.

A landscape and visual impact assessment has been provided with the current application, which assesses the current proposals and concludes that:

"Without sensitive design and mitigation the development would have a moderate effect upon landscape and visual amenity. However, with the incorporation of mitigation measures embedded in the proposals including sensitive handling of detailed levels and landscape elements the landscape and visual effects will be minimised."

"In summary, there would be visible changes to the landscape from a number of key views, but these changes would not adversely affect the use or enjoyment of the landscape for the majority of receptors."

Flood Risk Management

The Flood Risk team wish to make no comment on this application.

Informative

Previous Landscape & Visual Comments relating to application 16/1904/FUL

This application considers the construction of a new wooden pedestrian and cycle bridge to link Yarm with the Eaglescliffe side of the river. The bridge is to be used primarily by Yarm School pupils for access to the area north of the river, but will be open and accessible to the public.

The landing site north of the river is a large arable field, described in the Stockton Borough Council Landscape Character Assessment as an area of high to medium landscape and visual sensitivity with a low capacity for appropriate development. The 2008 Stockton Council Open space audit describes the site as having a unique/irreplaceable informal landscape with good visual amenity. It is also part of the River Tees Corridor Character Area which is identified as river corridor dominated green space with a flat valley plain and sloping valley sides up to Egglecliffe village. The area is designated as Green Wedge separating the settlements of Egglecliffe and Yarm and is listed as a Special Landscape Area on account of its unique landscape character.

The area is important for informal recreation and contains the Teesdale Way, a long distance footpath which follows the River Tees, and the area is designated as part of the Tees Heritage Park. There are also permissive access rights for fisherman on the site.

The foremost landscape and visual impacts arising from the development would result from the creation of a new structure within the landscape. The bridge will be clearly visible from locations on the northern banks of the Tees, along the route of the Teesdale Way. Receptors would be pedestrians using the footpath through the rural landscape alongside the river. The proposed structure would be clearly visible spanning the river, and would appear as a new intervention in the landscape. More distant views of the structure may be possible from properties on the southern edge of Egglecliffe Village and potentially from the Roundhill area of Ingleby Barwick, although the impact on this view would be negligible.

From locations south of the river, within Yarm, the bridge would be clearly visible from within Yarm School, from residential properties facing the river at Atlas Wynd and Castle Dyke Wynd and also from the riverside footpath to Yarm Wharf. Residents living in the apartment block directly adjacent to the structure would have direct views of the bridge and ramp structure in close proximity although these would be filtered by the existing tree canopy.

A tree survey and arboricultural method statement have been submitted as part of the application. The Arboricultural Impact Assessment states that the bridge has been designed to provide as much protection as possible to the trees located on the Yarm side of the river. This identifies that three trees require removal to allow construction of the footbridge, but allows for retention of two good quality trees T163 Beech (Category A tree) and T164 Horse Chestnut (Category B tree), which the bridge passes between. These two important mature trees are to be retained as they form a valuable contribution to the local landscape and should assist in the integration the proposed bridge into its surroundings. Some bridge footings would be required within the Root Protection Area. The submitted arboricultural method statement details the protection methods proposed, and provided its implementation is controlled by condition it is not considered that this development would cause significant loss or damage to the existing trees or hedges on site.

The bridge would introduce a new permanent built element on to the edge of a rural landscape. However, it is considered that the bridge design has been carefully considered to minimise its impact on local character and visual amenity. The submitted design has a low profile with a gentle arch, although it still allows existing river usage to continue. It has slender legs on low concrete supports, and appears as a light timber structure to minimise its visual impact. The ramps on the northern and southern banks are significant structures, but necessary to provide DDA compliant

access. Existing trees on the southern bank, and shrub planting on the northern bank would provide some filtering of views of the ramps.

The current submission does not include for any lighting of the bridge structure either street lighting to aid movement during the hours of darkness or feature lighting of the structure.

It is not clear within the submitted information how the school boundary would be secured in relation to the new bridge structure. The location and style of boundary treatment requires greater detail and needs to be clearly indicated on a plan. The submitted plans also indicate that retaining walls will be implemented to form the access ramps to the bridge and retain existing ground levels. No details of the heights, materials or the appearance of the walls have been provided. However, it is considered that these details can be controlled by condition, should the application be approved.

The Construction Method Statement notes that 'rip-rap' stone revetment may be used on the embankments and around the bridge piers. However, it is considered that these details can be controlled by condition, should the application be approved.

Construction Impacts

During the construction period there is potential for significant but temporary landscape impacts on the area. These would primarily be footpath diversions, haul roads, temporary fencing, as well as construction traffic access noise and general movement. Some of these impacts such as the construction of the bridge are likely to be significant given the constraints of the site but in common with many such large projects they should be temporary in nature.

The construction of a large crane pad is required on the eastern embankment to lift the bridge structure into place. This would be acceptable as a temporary measure during construction, but must be completely removed and the area fully reinstated to grass on completion. Similarly the working area on the eastern embankment must also be restored to its original condition, due to the sensitive and highly visible location of the works.

The apparent and significant exception to the temporary nature of the impacts is the potential impact on the protected trees, namely the impact on roots and canopies. Information has been provided detailing how these impacts would be mitigated on site. However, the construction access route to the site passes close to trees T126 – T134 and Tree Groups 6 and 21, and tree protection measure may be required to protect these trees from large construction vehicles such as the Crane accessing the site. Therefore a condition regarding tree protection is included below, to request an updated arboricultural method statement once the construction methods and access routes are finalised.

20. Sport England

Thank you for consulting Sport England on the above application.

Sport England - Non Statutory Role and Policy

The Government, within their Planning Practice Guidance (Open Space, Sports and Recreation Facilities Section) advises Local Planning Authorities to consult Sport England on a wide range of applications. <https://www.gov.uk/guidance/open-space-sports-and-recreation-facilities-public-rights-of-way-and-local-green-space#open-space-sports-and-recreation-facilities>

This application falls within the scope of the above guidance as it relates to the creation of new playing fields.

Sport England assesses this type of application in line with its planning objectives and with the National Planning Policy Framework (NPPF). Sport England's planning objectives are to PROTECT existing facilities, ENHANCE the quality, accessibility and management of existing facilities, and to PROVIDE new facilities to meet demand. Further information on Sport England's planning objectives can be found here: <http://www.sportengland.org/facilities-planning/planning-for-sport/aims-and-objectives/>

The Proposal and Assessment against Sport England's Objectives and the NPPF Strategic/Local Need for the Playing Field

Given Sport England's role as the champion for community sport, we have not assessed the school's need for playing pitches as this is not within our remit. We have instead sought to assess the value of the pitches for community sport, and to this end we have engaged with the respective governing bodies for the type of pitches proposed.

The Rugby Football Union advised;

Stockton Borough Council have an update to date playing pitch strategy (PPS) which clearly outlined the pitch supply in the area and as such the RFU would ask that more information be provided around what 'carefully managed community access' will look like and how it could support the implementation of the PPS action plan, specifically around the shortfall of pitches in the area. The PPS identifies that within the Egglecliffe and Yarm area there is shortfall of one match equivalent for rugby due to the overplay of the existing pitches, with community access, in the area. It is the RFU's view that Yarm rugby club could make a strong community partner should community use be available. In line with RFU's National Facility Strategy and local CB facility plans Yarm RUFC has been mapped onto the 'People and Places Continuum' and have been identified as having a need for additional capacity for both matches and floodlit training provision, as a club they rely on the use of other local schools, which is unsecured, and as a club they are keen to identify opportunities to develop a long term home for the club.

The England and Wales Cricket Board advised;

The pitches will enable curricular and community cricket activity. The nearest Club is Yarm CC, who are very active developmentally and potential users of the new grounds. ECB are supportive of the aims of the project.

Whilst the Football Association commented;

The plans currently show only one football pitch and we would need further clarity around the term 'carefully managed community use'. This is particularly disappointing when the playing pitch strategy highlights the lack of junior football pitches within this area of Stockton and the need for secure community usage of school sites. Leven JFC in particular continue to campaign about the need for additional pitches and this development could make a difference to football if more pitch space was provided and opened up to the community.

Playing Field Design

Each of the NGBs sets out size and construction specifications for their sport's pitches and they reviewed the proposed masterplan to inform Sport England's response.

The RFU advised;

Based on the information provided the RFU can confirm that the pitches being provided have been planned based on World Rugby recommended pitch sizes. We can confirm that the 2x 120x70m and 2x 110x60m would meet RFU Guidance Note 3 for Pitch Dimensions and the later 2 pitches will meet the RFU new rules of play for an U13 pitch with a 90x60m pitch, however we would ask;

- For greater clarity on the performance specifications of the proposed pitches and that they will be delivered to IOG PQS standards and in line with RFU Guidance Note 3 Pitch Dimensions.
- That full details of the pitch run-off are provided. The plans clearly include a run-off around each pitch, which is great, prior to confirming if these are compliant with RFU Guidance Note 3 Pitch Dimensions around safe run off we would ask for confirmation of what size these run-off are.
- That the school re-consider the size of the 2 mini pitches to bring them in line with the 'new rules of play' pitch sizes for U12 and below, they are currently listed as being 2x 65x40m, if these could be altered to 2x 60x43m these will then comply with the 'new rules of play' pitch sizes for U11 and

U12, all other younger age groups will then be able to be over-marked on any of the 6 pitches they will have on site.

The ECB advised that;

Pitch size is adequate, however there is no detail provided in relation to a design specification for pitch construction (method statement from CLS Sports states that this is to be developed).

Finally, the FA advised that;

A 90mx50m football pitch does not correlate with any of the FA recommended pitch sizes. As with all new playing fields we would be keen to ensure that the pitches are developed to Sport England Natural Turf standards.

By providing new pitches that could help address established playing pitch deficiencies, the proposal could meet objective 3. Unfortunately, however the applicant has not set out what the scope of 'managed community use' would be. Given that each of the NGBs have identified community teams that would make beneficial use of the proposed pitches, Sport England would encourage the applicant to provide clarity on this point.

Sport England recommends that a ground conditions assessment is undertaken by a sports turf specialist/agronomist who can recommend a scheme for preparing the playing fields to the required specification. The recommended scheme should then be implemented. Detailed guidance on the issues that require consideration is set out in Sport England's guidance 'Natural Turf for Sport'

A copy of this guidance can be found at:

<http://www.sportengland.org/facilities-planning/tools-guidance/design-and-cost-guidance/natural-turf-for-sport/>

Conclusion

In light of the above, Sport England is unable to support this application. We would be happy to reconsider our position should the applicant provide further detail on the proposed community use of the pitches.

Sport England recommends, based on our assessment, that if the Council is minded to approve the application, the following planning conditions should be imposed.

1. No development shall take place unless and until:
 - a. A detailed assessment of ground conditions of the land proposed for the new playing pitches shall be undertaken (including drainage and topography) to identify constraints which could affect playing field quality; and
 - b. Based on the results of this assessment to be carried out pursuant to (a) above of this condition, a detailed scheme to ensure that the playing fields will be provided to an acceptable quality (including appropriate drainage where necessary) shall be submitted to and approved in writing by the Local Planning Authority after consultation with Sport England.

The works shall be carried out in accordance with the approved scheme within a timescale to be first approved in writing by the Local Planning Authority after consultation with Sport England.

Reason: To ensure that site surveys are undertaken for new or replacement playing fields and that any ground condition constraints can be and are mitigated to ensure provision of an adequate quality playing field.

2. No playing pitches shall not be brought into use until a community use scheme has been submitted to and approved in writing by the Local Planning Authority [after consultation with Sport England]. The scheme shall apply to the proposed playing pitches (and ancillary facilities) and shall include details of pricing policy, hours of use, access by non-educational establishment users, management responsibilities, a mechanism for review and a programme for implementation. The approved scheme shall be implemented upon the start of use of the development] and shall be complied with for the duration of the use of the development.

Reason: To secure well managed safe community access to the sports facility, to ensure sufficient benefit to the development of sport .

If you wish to amend the wording of the recommended condition(s), or use another mechanism in lieu of the condition(s), please discuss the details with the undersigned. Sport England does not object to amendments to conditions, provided they achieve the same outcome and we are involved in any amendments.

The absence of an objection to this application, in the context of the Town and Country Planning Act, cannot be taken as formal support or consent from Sport England or any National Governing Body of Sport to any related funding application, or as may be required by virtue of any pre-existing funding agreement.

21. Yarm Town Council

Thank you for advising the Town Council of the planning application from Yarm School for a footbridge across the River Tees.

The Town Council discussed this matter at its recent meeting and is able to support the application on the condition that a covenant was forthcoming from the owners of the land of the current school playing fields on Green Lane (Opposite Conyers School) that no application to build housing there shall be made for at least 100 years.

Further comments received:-

Further to correspondence received from the applicant of the above scheme and subsequent meeting of Yarm Town Council, I wish to confirm the Town Council's objection to the above application.

The Town Council is of the view that the aesthetic impact, the intrusion upon the privacy of residents and negative impact upon the quiet enjoyment of this location outweighs any alleged/claimed benefits of the proposal.

22. Natural England

Natural England has no comments to make on this application.

Natural England has not assessed this application for impacts on protected species. Natural England has published Standing Advice which you can use to assess impacts on protected species or you may wish to consult your own ecology services for advice.

Natural England and the Forestry Commission have also published standing advice on ancient woodland and veteran trees which you can use to assess any impacts on ancient woodland.

The lack of comment from Natural England does not imply that there are no impacts on the natural environment, but only that the application is not likely to result in significant impacts on statutory designated nature conservation sites or landscapes. It is for the local planning authority to determine whether or not this application is consistent with national and local policies on the

natural environment. Other bodies and individuals may be able to provide information and advice on the environmental value of this site and the impacts of the proposal to assist the decision making process. We advise LPAs to obtain specialist ecological or other environmental advice when determining the environmental impacts of development.

We recommend referring to our SSSI Impact Risk Zones (available on Magic and as a downloadable dataset) prior to consultation with Natural England. Further guidance on when to consult Natural England on planning and development proposals is available on gov.uk at <https://www.gov.uk/guidance/local-planning-authorities-get-environmental-advice>

23. Canal & River Trust (Former British Waterways)

Thank you for your consultation.

The Canal & River Trust (the Trust) is the guardian of 2,000 miles of historic waterways across England and Wales. We are among the largest charities in the UK. Our vision is that "living waterways transform places and enrich lives". We are a statutory consultee in the development management process.

The Trust has reviewed the application. This is our substantive response under the Town and Country Planning (Development Management Procedure) (England) Order 2015.

As highlighted in our previous responses, the main issues relevant to the Trust as statutory consultee on this application are with regards to:

- The impact of the proposed bridge upon navigational safety; and
- The impact on the character and appearance of the waterway corridor.

On the basis of on the information available our advice is that amendments or suitably worded conditions are necessary to address matters concerning the ability of the bridge to withstand potential boat strikes, which is an important element of navigational safety.

Our advice and comments are detailed below:

Impact on the navigational safety of the waterway

The Trust are Navigation Authority upon the River Tees.

In relation to the proposed bridge, we note from the supporting information that the navigational clearance is sufficient to ensure that river craft, including the Teeside Princess, will be able to navigate under the bridge unheeded.

No information has been provided to demonstrate that the loading impact of the river piers is sufficient to withstand collisions from river craft. This is required in order to ensure the safety of bridge and waterway users.

Conclusions from any assessment on the ability of the piers to withstand bridge strikes may require significant amendments to be made to the outward appearance of these piers, or the installation of fenders in the river.

We therefore request that evidence is submitted by the applicant to demonstrate that the piers are designed to withstand bridge strikes by boats or debris.

Should the Local Authority wish to determine the application, we request that a suitably worded condition should be included to require the submission of detailed designs for the bridge piers. This should include the submission of evidence to demonstrate that the piers can support bridge strikes.

The Local Authority should be aware that any such condition may require changes to the outward appearance of the bridge piers, and that any condition should be worded so that it is not prejudiced by any approved plans.

Impact on the character and appearance of the waterway corridor

We have previously commented with regards to concern over the proposed use of concrete bases to the footbridge.

We recommend that the local authority considers the extent of the concrete bases to the footbridge that will be visible, and whether the visual impact of these can be justified as part of the necessity for bridge construction.

Although we consider that timber is an appropriate material for the bridge, it will be important to ensure that the bridge is properly maintained to ensure the visual appearance is retained.

We note that a condition was included in the officer's report for the refused scheme in 2013 (your ref: 12/2568/EIS) requiring that details of the maintenance and management of the pedestrian bridge should be submitted to and approved in writing by the Local Planning Authority prior to commencement of the development, and thereafter carried out in accordance with the approved details.

Should the LPA approve the bridge, we consider that a similar suitably worded condition would be appropriate to ensure that the bridge is well maintained. Such an approach would be consistent with section 7 of the National Planning Policy Framework (NPPF) which requires good design of new development that adds to the quality of an area over the lifetime of the development.

24. Tees Archaeology

Thank you for the consultation on this planning application.

The area of the proposed sports pitches was archaeologically evaluated in 2012 by geophysical survey (Tees Archaeology Event 924) and trial trenching (Tees Archaeology Event 946). The trial trenching identified that at least 1.5m of alluvial silts and plough soil were present, which appeared to be archaeologically sterile. Assuming that construction for the playing fields will not exceed a maximum cut of 1.5m there is no need for further work in this area.

The site of the proposed footbridge is close to the site of the medieval Yarm Friary and its burial ground to the south, and the medieval town of Yarm to the north. Human remains and a sandstone revetment wall along with significant quantities of pottery and animal bone from the 13th century onwards were found immediately to the south in 2009.

The development site has a high potential for archaeological remains of the medieval period including human remains. I recommend that the developer provides archaeological mitigation during the development to ensure that an appropriate record of any remains is compiled to advance our understanding of the medieval archaeology of Yarm. This would take the form of archaeological monitoring of all ground disturbance during the development with the appropriate treatment of human remains if encountered. This is in line with the guidance provided in the NPPF (para. 141).

I recommend the following planning condition to secure the archaeological recording:-

Recording of a heritage asset through a programme of archaeological works

A) No development shall take place/commence until a programme of archaeological work including a Written Scheme of Investigation has been submitted to and approved by the local planning authority in writing. The scheme shall include an assessment of significance and research questions; and:

1. The programme and methodology of site investigation and recording
2. The programme for post investigation assessment
3. Provision to be made for analysis of the site investigation and recording
4. Provision to be made for publication and dissemination of the analysis and records of the site investigation
5. Provision to be made for archive deposition of the analysis and records of the site investigation
6. Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation.

B) No development shall take place other than in accordance with the Written Scheme of Investigation approved under condition (A).

C) The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under condition (A) and the provision made for analysis, publication and dissemination of results and archive deposition has been secured.

This condition is derived from a model recommended to the Planning Inspectorate by the Association of Local Government Archaeology Officers.

I would be happy to provide a brief for the archaeological work along with a list of contractors who operate in the area.

25. The Environment Agency

Having assessed the supporting information we wish to withdraw our objection to the proposed development, but wish to provide the following conditions:

Environment Agency position

The proposed development will only meet the requirements of the National Planning Policy Framework if the following measure(s) as detailed in the Flood Risk Assessment carried out by JBA Consulting 2017-2017s6976- Footbridge and sports pitches FRA report Final 28.11.2017 Rev2 Docx submitted with this application are implemented and secured by way of a planning condition on any planning permission.

The Environment Agency has undertaken a review of the Flood Risk Assessment and hydraulic model, reports and outputs as part of additional information submitted by the applicant. The modelling review demonstrates that the development proposal will not increase flood risk on site or elsewhere.

Flood Risk Condition 1

1. Identification and provision of safe route(s) into and out of the site to an appropriate safe haven.
2. The soffit of the footbridge shall be set no lower than 8.73m Ordnance Datum (AOD).
3. There shall not be any temporary buildings or services should be located outside the functional floodplain (Flood Zone 3b)

The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

Reason

1. To prevent loss of floodplain and no increase in flood risks to others.
2. To ensure safe access and egress from and to the site.
3. To reduce the risk of flooding to the proposed development and future occupants.

Condition 2

The development hereby permitted shall not be commenced until such time as a scheme for flood defence access must be submitted to, and approved in writing by, the local planning authority. The scheme shall include the following:

- Details showing that the existing flood defence on the River Tees will be protected.
- The area surrounding the flood defence embankment will be open and access will be available to the Environment Agency at all times to allow for future maintenance.
- Access to the flood defences will be able to accommodate large and heavy machinery to ensure all types of works are achievable on the flood defence by the Environment Agency's maintenance teams.

The scheme shall be fully implemented and subsequently maintained, in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

Reason To reduce the risk of flooding to homes that are afforded protection by the flood defence.

Flood Risk Permits - Advice to Applicant

The River Tees within your site boundary is designated "main river" and under the Environmental Permitting Regulations 2010. You may require an environmental permit for flood risk activities. If you want to do work within 8metres of a non-tidal sections, or 16metres of the tidal section, instance where work is proposed:

- a) in, under or near a main river (including where the river is in a culvert;
- b) on or near a flood defence on a main river c)in the floodplain of a main river
- d) on or near a sea defence.

You can find out more information on permit requirements using the following link : <https://www.gov.uk/guidance/flood-risk-activities-environmental-permits>. If a permit is required, it must be obtained prior to beginning the works.

The applicant is advised to contact the Environment Agency to discuss the issues likely to be raised. For further details about flood risk permits, please contact our local Partnerships and Strategic Overview team on NE EPR Permit@environment-agency.gov.uk

Biodiversity

The proposed development will be acceptable if a planning condition is included requiring piling works to be undertaken and programmed to avoid impacting on sensitive fish.

Condition 3

The following measures must be taken for all piling activities on the River Tees:

- Do not undertake piling at night.

Reasons

Impact to spawning fish is considered relatively low risk, but avoiding the spawning times of coarse fish (April- June inclusive), will reduce risk further and considered good practice.

The National Planning Policy Framework paragraph 109 recognises that the planning system should aim to conserve and enhance the natural and local environment by minimising impacts on biodiversity.

Invasive Species

The proposed development will be acceptable if a planning condition is included requiring a method statement to be agreed to put appropriate control measures in place regarding the invasive species Giant Hogweed, Himalayan balsam and Japanese Knotweed present.

Condition 4

No development until a detailed method statement for removing or the long-term management / control of Giant Hogweed, Himalayan balsam and Japanese Knotweed on the site shall be submitted to and approved in writing by the local planning authority.

The method statement shall include measures that will be used to prevent the spread of Giant Hogweed, Himalayan balsam and Japanese Knotweed during any operations e.g. mowing, strimming or soil movement. It shall also contain measures to ensure that any soils brought to the site are free of the seeds / root / stem of any invasive plant listed under the Wildlife and Countryside Act 1981, as amended. Development shall proceed in accordance with the approved method statement.

Reason

Giant Hogweed, Himalayan balsam and Japanese Knotweed are all listed under schedule 9 of the Wildlife and Countryside Act 1981. As such it is an offence to introduce or spread these into the wild. Additionally any measures to control or remove on site need to be in accordance with UK legislation. Biosecurity measures need to be in place for the duration of the works and strictly

adhered to by all site operatives. As a minimum the Check Clean and Dry campaign should be followed.

The site is being utilised as a school sports field and as such, people will travel to a number of protected areas within the local area and region and risk spreading Giant Hogweed and Himalayan Balsam. Giant Hogweed presents a significant risk to health and this is increased as this land will be mainly utilised by children and therefore requires appropriate control measures in place. The presence of INNS on site presents a biosecurity risk that should be minimised ahead of construction on site.

Where these invasive species occur, mark out areas of stands and maintain these as a no-work area. We request that these be treated, removed and disposed of as controlled waste.

Where Giant Hogweed occurs, a 4m radius around the plant must be maintained as a no-work area. Where Japanese knotweed occurs, a 7m radius around the plant must be maintained as a no-work area.

Biodiversity Informatives

Cofferdams

Confirmation of silt control will be required on water pumped from the encasement. Pumps to be screened to 3mm to comply with eel legislation and help prevent lamprey entrainment. Any fish observed trapped within dewatered encasement to be removed and returned to the river. Silt removed from the bed within cofferdam should be monitored for eel and lamprey and any found returned to the river.

Protected Species

Otters have been recorded as part of the ecological appraisal. European Otters are a European protected species (EPS) and is also fully protected under schedule 5 of the Wildlife and Countryside Act 1981. It is an offence to capture, kill, disturb or injure an otter or to damage or destroy their breeding or resting places. It is also an offence to obstruct access to their resting or sheltering places (deliberately or by not taking enough care).

When completing in river works, construction of bridge and vegetation clearance to bankside, care must be taken to ensure otter are not disturbed. European Otters are recorded along this reach of the River Tees. If otters are seen, work should stop until they have moved through the area. If a hole or potential otter holt site is found then work should stop and qualified ecologist contacted.

Any excavations left open overnight must have a means of escape for mammals that may become trapped. An otter checking survey should be undertaken no more than two months prior to the commencement of works.

Watercourses

Where tree planting is to occur adjacent to the watercourse we request that the applicant follow UK Forestry Standards (2017) for working near water (section 6.7).

Where site works encroach on the watercourse we agree with the ecological reports recommended buffer zone of 10m, where the bank top is defined as the point that the bank meets normal land levels.

Signal Crayfish

The River Tees is a known waterbody for signal crayfish presence. Signal Crayfish are a non-native species listed under Schedule 9 to the Wildlife and Countryside Act 1981 with respect to England, Wales and Scotland. As such it is an offence to release or to allow the escape of this species into the wild.

Where in-channel works are to be undertaken, we advise the applicant to undertake thorough biosecurity measures both pre- and post- works to ensure the spread of signal crayfish is limited.

Where works are undertaken adjacent to watercourse, operators must abide by Environment Agency Pollution Prevention Guidelines.

26. Environmental Health Unit

I have no objection in principle to the development, subject to the imposition of the following conditions:

Construction/ Demolition Noise

I am concerned about the short-term environmental impact on the surrounding dwellings during construction/demolition, should the development be approved. My main concerns are potential noise, vibration and dust emissions from site operations and vehicles accessing the site. I would recommend working hours for all Construction/Demolition operations including delivery/removal of materials on/off site be restricted to 08:00 - 18:00Hrs on weekdays, 09:00 - 13:00Hrs on a Saturday and no Sunday or Bank Holiday working.

Treatment of Invasive Plants

Prior to commencement of development a detailed method statement for removing or the long-term management of invasive plants such as Himalayan balsam, Japanese Knotweed and Giant Hogweed (*Heracleum Mantegazzianum*) on the site shall be submitted to and approved in writing by the local planning authority. The method statement shall include measures that will be used to prevent the spread of Himalayan balsam, Japanese Knotweed and/or Giant Hogweed during any operations e.g. mowing, strimming or soil movement. It shall also contain measures to ensure that any soils brought to the site are free of the seeds/root/stem of any invasive plant listed under the Wildlife and Countryside Act 1981, as amended. Development shall proceed in accordance with the approved method statement.

Reason: To prevent the spread of invasive plants such as Himalayan balsam, Japanese Knotweed and/ or giant hogweed which are invasive species. Without this condition avoidable damage could be caused to the nature conservation value of the site contrary to National Planning Policy as set out in the National Planning Policy Framework paragraph 109, which requires the planning system to aim to conserve and enhance the natural and local environment by minimising impacts on biodiversity and providing net gains in biodiversity where possible.

I also note within the application that floodlights are not to be used on the sports pitches and these pitches will usually not be used after 19:00 in the summer. I support these comments and proposals with regards to minimising light pollution and noise disturbance for neighbouring properties.

27. The Ramblers Association

Planning Application 17/2942/FUL for the erection of footbridge over the River Tees for Yarm School and associated playing pitches.

We thank the Council for consulting the Ramblers' on the above planning application.

We object to this development.

Unlike the previous application for a bridge over the River Tees at this site (16/1904.FUL), this present proposal does not give increased access for the public to the existing public rights of way network.

The developer has made very little mention of the existing public right of way along the eastern (northern?) bank of the Tees (Egglescliffe Footpath No. 1) which forms part of the Teesdale Way, or the effect the development will have on it.

We also have concerns about the possible conflict of activities on the playing pitches with passing walkers along the footpath (eg cricket balls?).

Our concerns about possible conflict between walkers and construction equipment, notwithstanding the construction management plan, remain.

28. Historic England

On the basis of this information, we do not wish to offer any comments. We suggest that you seek the views of your specialist conservation and archaeological advisers, as relevant.

29. Campaign To Protection Rural England

I refer to this application on behalf of CPRE Durham.

I note that, while the majority of representations on the website oppose this application, there are a number which support it, including one from the Town Council. We note that the application is quite specific that there will be no lighting.

We however are concerned about this application for the following reasons

1) It is on land allocated as green wedge. While this, as opposed to green belt, is not a national designation, we represent that it is intended to function much as green belt and should be treated in a broadly similar way.

We accept of course that development for outdoor sport may not be inappropriate development in the green belt provided it does not affect its openness or conflict with the purposes of the green belt. We note that the applicant acknowledges that openness is an issue here but claims that the proposed playing fields will not affect it especially as outdoor recreation is a permissible development in this location. However, we represent that the number of playing pitches in this location will have an impact on the openness, will lead to some building for changing etc, and will lead to structures such as scoreboards, goal posts or similar. It will be a much more formal layout than the existing agricultural use and by definition will lead to noise that is alien to the tranquillity of this area as it currently is.

As there is an important right of way alongside the river beside this site, we represent that tranquillity is an important issue, even if views from the path are not significantly affected. We therefore represent that this proposal will affect the openness of the green wedge and will affect the purpose for designating it as such.

2) Further, this site is within the Tees Heritage Park. This Park was initiated by the Stockton District Branch of CPRE, within CPRE Durham. That District Branch has now disbanded but CPRE Durham will seek to protect its interests. Clearly, this is an important result for the former Stockton Branch and we note the following comment on the website of the Friends of Tees Heritage Park "The Friends of Tees Heritage Park (FTHP) group was formed in 2007. Initiated by the Stockton Branch of CPRE it was set up as a totally independent organisation incorporating committee members representing the various communities and parishes in the Tees Valley between Yarm and Stockton. The primary objective at that time was to highlight the special character of the lands and their importance in the heritage and landscape of our area. The group established the boundaries of the Heritage Park in consultation with Stockton Council and the Park is now included in the Council's policies for the future. The next stage has been to provide tangible benefits for the community and lottery funding was achieved in 2010 to implement Phase 1, which is now complete. Additional sustainability funding to further involve the communities has been achieved and a business plan for expanding on Phase 1 is being prepared."

The website also mentions the reasons for the creation of the Heritage Park, including its tranquillity, saying

"Friends of Tees Heritage Park (FTHP) was formed in 2007 to promote the creation of a Heritage Park along the Tees between Yarm and Stockton - rather like a mini National Park. The land is rich in the history, landscape and wildlife of the area and FTHP is working closely with local communities and the relevant statutory bodies to protect and enhance it for future generations to

enjoy. This objective is summed up in our constitution "To encourage and promote the protection, enhancement and recreational use of the Tees, its tributaries and adjoining lands. Having particular regard for the heritage landscape and wildlife characteristics of the area and the tranquil, natural environment". The current boundaries of the Park include all of the green spaces remaining in the Tees river valley between Stockton and Yarm, the Leven valley and Bassleton Beck/Thornaby Wood. Preston Hall and Park will be the heart of the Heritage Park and FTTHP is liaising with the Friends of Preston Park group to ensure positive benefits for all."

We believe all these matters are important but the reference to the tranquillity of this area is, from a CPRE point of view, particularly important. As outlined above, we are concerned that a development of this type will detrimentally affect that tranquillity.

As far as recreation is concerned, we note the reference here to the "protection, enhancement and recreational use of the Tees, its tributaries and adjoining lands". This proposed development may well detract from such enjoyment as it is not in reality "river related". We also note and agree with the comments of the Ramblers' Association.

In addition, this Heritage Park featured in two articles in our Newsletter of Summer 2013, a copy of which is attached for information. This shows the importance of this project to CPRE.

3) We note issues regarding community involvement. The applicant states that this will be a feature but there are no details as to how it will happen. We note the concerns of Sports England on this topic.

At present, this looks like a fairly exclusive use for the school and represent that this is an issue that needs clarification.

4) If the above is a fair assessment, there can be no justification for a bridge across the Tees for the school to gain access to the playing fields. Again we agree with the comments of the Ramblers' Association about the proposed restrictive use of the bridge.

We note that there have been similar applications in the past which have been refused permission or withdrawn. We cannot see anything substantially different about this application that should lead to a different conclusion. As a result, we request that this application is refused permission.

Should however it be determined to approve it, we represent that the issue of lighting is very important. As mentioned above, we note that the application specifically states lighting will not be provided. We represent that there should be a specific condition to exclude lighting at any time. In this location, we consider that such lighting would provide an unwelcome intrusion into open countryside and will be a source of light pollution in a rural area,

30. Northern Gas Networks

No objection and standard mains record shown.

31. Stockton Police Station - Stephen Davies

In relation to the proposal to erect a footbridge across the River Tees, we would ask the developer to consider the surveillance of the area, that the run up to the footbridge is straight and wide, devoid of potential hiding places and should be well maintained so as to enable natural surveillance along the path and its borders.

I would encourage the developer to make contact with me at their earliest opportunity for any crime prevention/designing out crime input/advice I might be able to offer, to enable crime prevention to be 'built in' from the outset. Further information on the police designing out crime initiative and our contact details, are available at www.securedbydesign.com

Further comments received:-

I understand there is some concern from residents regard the impact this proposed bridge will have on anti-social behaviour. I have consulted with local Police Teams in relation to these concerns. The opinion is that such incidents of anti-social behaviour in relation to the bridge itself would be isolated and of would have little impact on residents.

I have the following recommendations from a crime prevention and community safety point of view. I understand the bridge is for School use only to help ensure this then I would recommend that the height of the lockable gates is increased to 2.0m with no climbing aids to help deter unauthorised use of bridge. The bridge gates could also be at risk of damage particular if the bridge creates a desire line for non- school people it is essential that the gates are robust and able to resist criminal damage. The bridge will be require to be well managed and maintained by the school to ensure the bridge is not miss-used.

32. Friends Of Tees Heritage Park

The Heritage Park covers the green spaces between Yarm and Stockton, alongside the rivers Tees and its tributaries the river Leven and Bassleton Beck. Stockton Council's current Core Strategy identifies it as one of only two sites in the borough where it seeks to "improve the quality of the environment where this may contribute towards strengthening habitat networks." It is clearly shown in the Core Strategy Diagram and referred to in other parts of the Strategy document. It is also included in the "Strategic Development Strategy" section of Stockton's latest draft Local Plan, and shown on the Key Diagram in conjunction with the river corridor Green Wedge.

We are so fortunate to have such a significant, unspoiled area of open space at the heart of our conurbation. It provides a unique opportunity for all ages to experience and enjoy our heritage and natural landscape and wildlife. One of the nation's most notable footpaths, the Teesdale Way, runs through the heart of the Park, alongside the river. A network of footpaths linking into the Teesdale Way from the adjoining neighbourhoods is being developed. What is so crucial about the Heritage Park is that it provides a tranquil environment for people to escape the noise and hustle and bustle of modern life - place to escape from stress, and connect with the peace and quiet of nature again. Stockton Council recognise this in its Draft Local Plan referring to "the desire to protect and enhance the tranquil River Tees, Leven and Bassleton Beck corridors as represented by the green wedge"

The Footbridge and Playing Fields Proposal

We believe the proposal would have a catastrophic effect on the character of this part of the Tees Heritage Park/Green Wedge, the adjoining Conservation areas and the Teesdale Way.

The Visual Impact.

Each area has its own special character. This particular site has the distinction of being next to two Conservation Areas, Yarm and Egglecliffe. The views from the river footpaths on both sides looking down the river into the Heritage Park area are quite stunning. Suddenly the townscape of Yarm gives way to views of open countryside, woodland and a beautiful river.

To build a bridge at this point would be like drawing a visual curtain across the view. Artists' impressions are one thing - the reality is that it is a very substantial, alien structure, on large concrete piers, with extensive approach ramps, and would destroy the unique personality of this locality.

The playing fields will be fenced off and maintained primarily for the use of the school. Although mainly "green" in appearance they will clearly present a very different character to the existing rural landscape and, like the bridge, close off the very special views across the countryside from the Teesdale Way.

The Environmental Impact

The existing tranquil, natural character will be destroyed. School playing fields are by nature noisy and boisterous and there will be intense activity associated with the footbridge, footpath links and access road from Eggescliffe Village. Observation has shown that noise travels a long way in river valleys and because of prevailing winds it is likely to affect the 'peace and quiet' of this whole area. The effect on wildlife will also be damaging in this important wildlife corridor and at odds with Stockton Councils stated policy to "strengthening habitat networks" within the Heritage Park.

Justification?

The school clearly functions very successfully in sport using its existing facilities on two sites, both within walking distance. They have invested a great deal of money over recent years in the main school buildings and facilities, without any surety of any new playing fields in the future. The existing playing fields are well developed providing for a comprehensive variety of sporting activities, easily accessible for visiting teams and spectators and with adequate parking. Plus there is a wide range of sports facilities on site, including all weather pitches

There are examples of thriving private schools around the country, where playing fields are not located adjoining the school - one of the most famous being Westminster School. Yarm School also has the added bonus being next to the river for water based sports. Therefore, It seems clear that, although the proposed playing field would be desirable for the school, they are by no means essential to its future well being, and cannot in any way justify the damage to the special character of the Tees Heritage Park/Green Wedge and adjoining Conservation Areas,

Conclusion

FTHP object to the proposal because of the disastrous effect it would have on the special character of the Heritage Park, visually and environmentally, We also believe that the reasons for refusal issued by the Council for two previous applications on this land are equally pertinent today. Including vehicle access, impact on Green Wedge and Conservation Areas, For these reasons we ask the Council to show there continued support for the Heritage Park and refuse this application.

33. Eggescliffe And Eaglescliffe Council

Eggescliffe & Eaglescliffe Council is the parish council for Eggescliffe Civil Parish, which includes the whole Application Site apart from that to the west of the centre line of the River Tees.

Objection is made to the current application:

1. The proposed access to the site by construction work traffic and machinery via Eggescliffe village is unsatisfactory due to the restricted width of the access and proximity to a listed building.
2. The proposed development will adversely affect the openness and amenity value of the Green Wedge by the introduction of maintained playing fields and the associated paraphernalia and associated noise contrary to Core Strategy Policy CS10(3).
3. The use of playing fields could affect the nature-conservation value of the Application Site and surrounding areas.
4. The proposed development is contrary to Saved Policy EN7 and Saved Policy EN24 of the Adopted Stockton-on-Tees Local Plan in that it is considered by virtue of the nature of the development it would harm the landscape value of the special landscape area of the Tees Valley which will not be permitted and harm the character and appearance of the Eggescliffe and Yarm Conservation Areas.
5. The proposed development is contrary to the Adopted Core Strategy policy CS6.3 in that it will adversely affect the quantity and quality of open space.
6. The proposed bridge would result in an unnecessary intrusion into the landscape/riverscape along the banks of the River Tees adversely affecting the character of the surrounding area contrary to policy CS3(8) of the Core Strategy and saved policy EN7 of the adopted Stockton-on-Tees Local Plan.

7. This Parish Council seeks assurances that the proposed bridge would not worsen flood risk and would be maintained (or, if not maintained, demolished and the site be restored) at no cost to public funds.

Further comments received:-

The parish council is concerned that visitors to the proposed playing fields and the Eggescliffe end of the proposed bridge, might park in Butts Lane and Eggescliffe village and walk to the pitches via the access alongside Village Farm in order to avoid traffic going into and the problem of parking in Yarm. Stockton Council's engineers have recognised that there is already a problem of parking on Butts lane, by progressing a proposed order for double yellow lines. In the village itself, the majority of householders have no in-curtilage parking, so there is always parking on the narrow roads round and across the village green.

It is known that the land is liable to flooding and as such the parish council questions whether it is suitable for pitches that would be relied upon to provide grass playing facilities in winter.

PUBLICITY

34. Local residents have been individually notified of the application and it has also been advertised on site.

35. 208 letters of objection and 70 letters of support were received from the following addresses. The full details of the objections can be viewed on line at the following web address <http://www.developmentmanagement.stockton.gov.uk/online-applications/>

Mr David Angus 16 St Andrew's Close Eggescliffe Stockton-on-Tees TS16 9EW
Lesley Roberts 2 Highfield Gardens Eggescliffe TS16 0DJ
Joyce And Norman Simpson 18 Coatham Vale Eggescliffe TS16 0RA.
Miss Katherine Williams 35 Coatham Vale Eggescliffe Stockton-on-Tees TS16 0RA
Mr Paul McClure 6 Beaumaris Drive Eggescliffe Stockton-on-Tees TS16 9HG
Dr Jeet Thambyrajah 15 Butts Lane Eggescliffe Stockton-on-Tees TS16 9BT
Mrs Lynn Clark 3 Swale Close Eggescliffe Stockton-on-Tees TS16 0JX
Ms Deborah Lunn The Lodge Kirklevington Grange Yarm ts15 9ll
Mrs Maureen Milburn 7 Marion Avenue Eggescliffe Stockton-on-Tees TS16 0LJ
Mrs Kathleen Thompson 18 Valley Gardens Eggescliffe Stockton-on-Tees TS16 0LY
Owner/Occupier 5 Uldale Drive Eggescliffe Stockton-on-Tees TS16 9DW
Dawn Robinson Ruby Cottage 13 High Church Wynd Yarm TS15 9BQ
Mr John Thompson 535 Yarm Road Eggescliffe Stockton-on-Tees TS16 9BH
Ms Helen Gibson 3 Apsley Way Ingleby Barwick Stockton-on-Tees TS17 5GB
Mrs Sheila Heward 39 Chaldron Way Eggescliffe Stockton-on-Tees TS16 0SD
Tom Newman 11 Spitalfields Yarm TS15 9HF
Mrs Victoria Gatenby 4 Tofts Close Low Worsall Yarm TS15 9QA
Mrs Ann Bunyan Flat Pot And Glass Church Road Eggescliffe TS16 9DQ
Darren Best 3 Lane End Cottages Thirsk Road Kirklevington Yarm TS15 9LN
Mrs Elizabeth Rusk 11 Coatham Vale Eggescliffe Stockton-on-Tees TS16 0RA
Richard J Crouch 7 Uldale Drive Eggescliffe Stockton-on-Tees TS16 9DW
Mr Derek Andrew 19 Goose Pasture Yarm TS15 9EP
Mr Paul Waterson 4 West Mews Yarm TS15 9BN
G B Graham 41 Goose Pasture Yarm TS15 9EP
Mr John Ollier 13 Limpton Gate Yarm TS15 9JA
Mrs Caroline Paul 47 Coatham Vale Eggescliffe Stockton-on-Tees TS16 0RA
Mr Nick Gray 54 Forest Lane Kirklevington Yarm TS15 9ND
Mr Keith Duffell 39 Cennon Grove Ingleby Barwick Stockton-on-Tees TS17 5DB
Ms Helen Gibson Willow Tree House Appleton Wiske Northallerton North Yorkshire DL6

Benjamin John Spencley 24 Rudby Close Yarm TS15 9RS
Mr Andy Young 7 Brookwood Way Eaglescliffe Stockton-on-Tees TS16 9ET
Timothy Taylor 4 Elms Way Yarm TS15 9AZ
F R Tranter 35 Meadowfield Drive Eaglescliffe Stockton-on-Tees TS16 0HJ
Mr David Woodward The Gables Low Worsall Yarm TS15 9PJ
Mrs Amy Morris 4 Hunters Green Eaglescliffe Stockton-on-Tees TS16 0NY
Mr Peter weeks 181 Darlington Lane Stockton-on-Tees Stockton-on-Tees TS19 0NF
Mrs M Studholme 48 Mount Leven Road Yarm TS15 9RJ
Mr M Buckley 11 Butts Lane Eggescliffe Stockton-on-Tees TS16 9BT
Mrs Janice Graham 10 Battersby Close Yarm Stockton-on-Tees TS15 9RX
Mr Christopher Guy The Coach House, Saltergill, Low Worsall, Yarm TS15 9PG
Mr Neil Abbott 6 Eastbourne Avenue Eggescliffe Stockton-on-Tees TS16 9BZ
Rosemary Thompson Thompson 23 Tenby Way Eaglescliffe Stockton-on-Tees TS16 9EQ
Mrs Carolyn Casey 9 Kingsdale Close Yarm Stockton-on-Tees TS15 9UQ
Brian Atkinson 19 Dunbar Drive Eaglescliffe Stockton On Tees
Mrs Pamela Smailes 69 Beckwith Road Yarm TS15 9TG
Mrs Valerie Robinson 60 Mount Leven Road Yarm TS15 9RJ
C Britton 12 Cromer Court Eaglescliffe Stockton-on-Tees TS16 9EF
Dr N Oakley 5 Hawthorn Grove Yarm TS15 9EZ
Mrs Christine Mundy 28 Crosswell Park Ingleby Barwick Stockton-on-Tees TS17 5BE
Mr Kevin Reid 17 Dunbar Drive Eaglescliffe Stockton-on-Tees TS16 9EG
Mr noel robinson Lane End Cottages Thirsk Road Kirklevington Stockton-on-Tees TS15
Mrs Nova Robinson 2 Finchfield Close Eaglescliffe Stockton-on-Tees TS16 0EY
Beryl Clare 48 Grisedale Crescent Eggescliffe Stockton-on-Tees TS16 9DT
Mr Ian Reynolds 1 Wells Cottages Eggescliffe Stockton-on-Tees TS16 9DA
Mrs Anne Bulmer 4 Dinsdale Drive Eaglescliffe Stockton-on-Tees TS16 9HQ
Mr Austin Gaunt 3 Rose Terrace Eggescliffe Stockton-on-Tees TS16 9DD
C Jones Greenabella Bentley Wynd Yarm Stockton-on-Tees TS15 9BS
Mrs P Curry 17 Leven Road Yarm TS15 9EY
G. D. Saul 6 Hawthorn Grove Yarm TS15 9EZ
Mrs Lindsey Brownlee 9 Leven Road Yarm TS15 9EY
L J Whisker 3 Leven Road Yarm TS15 9EY
Mrs Jan Crouch 7 Uldale Drive, Eggescliffe, Stockton On Tees, TS16 9DW
Ms Andrea Townsley 25 Castlereagh Wynyard Billingham TS22 5QF
Mrs D Wright 20 Atlas Wynd Yarm TS15 9AD
Mr Sean Ormesby 3 Eastbourne Avenue Eggescliffe Stockton-on-Tees TS16 9BZ
Mrs Joanna Sellers 2 Eggescliffe Court Eggescliffe Stockton-on-Tees TS16 9BU
Mr Martin Huthchinson 6 Martindale Grove Eggescliffe Stockton-on-Tees TS16 9DL
Mr & Mrs A.J. Cargill Greenside The Green Eggescliffe Stockton-on-Tees TS16 9DB
Terry Hunton 12 Tenby Way Eaglescliffe Stockton-on-Tees TS16 9EQ
Mr Colin Quinn 12 Turnberry Avenue Eaglescliffe Stockton-on-Tees TS16 9EH
Helen Pickering 19 Church Road Eggescliffe Stockton On Tees TS16 9DQ
Daphne George 13 The Green Eggescliffe Stockton-on-Tees TS16 9DB
Mrs G Leary 2 Norderdale Close Yarm TS15 9UE
Mrs Katia Lightfoot 18 Regency Park Ingleby Barwick Stockton-on-Tees TS17 0QR
Mrs N Weir 18 Grisedale Crescent Eggescliffe Stockton-on-Tees TS16 9DS
Mr And Mrs D Inions 17 Church Road Eggescliffe Stockton-on-Tees TS16 9DQ
David And Brenda Francis 7 Goosepastures, Yarm, Stockton-on-Tees, TS15 9EP
Mr Malcolm McArthur 2 Langdale Close Eggescliffe Stockton-on-Tees TS16 9DN
Mrs Angela Williams 35 Coatham Vale Eaglescliffe Stockton-on-Tees TS16 0RA
Mr Frederick Holmes 118 The Meadowings Yarm Stockton-on-Tees TS15 9QS
Mr Matthew Wood 8 Butts Lane Eggescliffe Stockton-on-Tees TS16 9BT
Dr A McLee 3 The Green Kirklevington Yarm TS15 9NW
Mrs Sue Street 20 Church Road Eggescliffe Stockton-on-Tees TS16 9DQ
Mr Lawrence Rosenberg 1 Eggescliffe Court Eggescliffe Stockton-on-Tees TS16 9BU

Ms Christine Franklin 21 Hird Road Yarm Stockton-on-Tees TS15 9DX
Simon Foster 72 High Street Swainby Northallerton DL6 3DG
Vivienne and Trevor Burgess 9 Bankside Yarm TS15 9RH
Rod Bell Flat 1 26 High Street Yarm TS15 9AE
Mr Jonathan Weeks 11 Atlas Wynd Yarm TS15 9AD
J F Higton 28 Atlas Wynd Yarm TS15 9AD
Tim Stokeld Nelson House The Old Rectory Butts Lane Egglecliffe Stockton-on-Tees
Ms Lesley Nicolson 1 Holmdene Yarm Stockton-on-Tees TS15 9BD
Mr Alan Goodall 27 Angrove Close Yarm Stockton-on-Tees TS15 9RR
Mr John Welch 11 Castle Dyke Wynd Yarm TS15 9DE
Richard Lindsay 51 Goose Pasture Yarm TS15 9EP
Mrs D Hodgson 45 Goose Pasture Yarm TS15 9EP
D R Ashmead 43 Goose Pasture Yarm TS15 9EP
Dr W Johnson 2 Greenfield Drive Eaglescliffe Stockton-on-Tees TS16 0HE
Mr Andrew Wortley 43 Glaisdale Road Yarm Stockton-on-Tees TS15 9RN
Mr Brian Plumb 4 Church Road Egglecliffe Stockton-on-Tees TS16 9DQ
Mr Keith Robinson 54 Mount Leven Road Yarm Stockton-on-Tees TS15 9RJ
Mrs Krysia Ellenger White House Church Road Egglecliffe Stockton-on-Tees TS16 9DQ
Mrs Rosalie Butler 10 Ash Grove Kirklevington Stockton-on-Tees TS15 9NQ
Mr Ian Betts 39 Grisedale Crescent Egglecliffe Stockton-on-Tees TS16 9DS
Mrs Dawn Hull 10 Grisedale Crescent Egglecliffe Stockton-on-Tees TS16 9DS
Norman F Douglas The Outlook Church Road Egglecliffe Stockton-on-Tees TS16 9DQ
Mr James Bustard 1 Cross Row Egglecliffe Stockton-on-Tees TS16 9DE
Katherine Pickover 5 Dinsdale Drive Eaglescliffe Stockton-on-Tees TS16 9HQ
Mr Ian Banks 15 Ryder Court Woodham Newton Aycliffe DL54PB
Mr G Jones 17 Goose Pasture Yarm TS15 9EP
Mr Mark Ellis Kirklands Church Road Egglecliffe Stockton-on-Tees TS16 9DQ
Mr John Close 11 Eastbourne Avenue Egglecliffe Stockton-on-Tees TS16 9BZ
Timothy Mackfall 9 The Green Egglecliffe Stockton-on-Tees TS16 9DB
Jane Nicholls 19 Valley Gardens Eaglescliffe TS16 0LY
Miss Carly Weeks 6 Brewery Cottages Brewery Yard Yarm TS15 9AL
Mr M Lakinski 16 Church Road Egglecliffe Stockton-on-Tees TS16 9DQ
Paul Buckworth 15 Eastbourne Avenue Egglecliffe Stockton On Tees
Alan Barber Laneside Back Lane Egglecliffe Stockton-on-Tees TS16 9BY
S M Pocock 25 Albert Road Eaglescliffe Stockton-on-Tees TS16 0DA
Mr Andrew McIntyre 1 Station Road Eaglescliffe TS16 0BU
Mr Richard Attwood 11 The Rigg Yarm TS15 9XA
Mrs Sally Roberts 5 Royal George Drive Eaglescliffe Stockton-on-Tees TS16 0RU
Dr Robert Portsmouth Burnside Hornby Road Appleton Wiske DL6 2AF
Mrs Samantha Young 7 Brookwood Way Eaglescliffe Stockton-on-Tees TS16 9ET
Mr David Yuill The Mews Egglecliffe Hall Butts Lane Egglecliffe Stockton-on-Tees
Mrs Joanne Speight 12 Kinmel Close Redcar TS10 2RY
Mrs Gillian Best 36 Merrington Avenue Acklam Middlesbrough TS5 8RH
Mr Raymond Best 36 Merrington Avenue Acklam Middlesbrough TS5 8RH
Julie Marley 2 Diligence Way Eaglescliffe TS16 0RR
Mrs Kim Dorset 5 Hornbeam Drive Yarm TS15 9BJ
Victor Argyle Hawthorn House The Green Egglecliffe Village TS16 9DB
Rob Rochester 59 Mayfield Crescent Egglecliffe TS16 0NJ
Mrs W Bell 7 Butts Lane Egglecliffe TS16 9BT
Emma Finn Headlam House 32 Albert Road Eaglescliffe Stockton On Tees TS16 0DD
Mr C Dunkin Springfield Farm Cowesby Thirsk YO7 2JL Springfield Farm
Mr Andrew Gibson 8 Black Bull Wynd Aislaby Stockton-on-Tees TS16 0GN
Mrs L Axtell The Wheatlands Village Road Low Worsall TS15 9PJ
Mrs R Quinn 12 Turnberry Avenue Eaglescliffe Stockton-on-Tees TS16 9EH
Dr P Krishnamoorthy 12 Teesbank Avenue Eaglescliffe Stockton-on-Tees TS16 9AY

Mrs Norma Bell 15 Cromer Court Eaglescliffe Stockton-on-Tees TS16 9EF
Dr A Banergee 17B Doctors Lane Hutton Rudby Yarm TS15 0EQ
Mrs A Mowbray Badger's Green Croft Drive Nunthorpe Middlesbrough TS7 0JB
Dr N Siddaramaiah 9 Fishbourne Grove Ingleby Barwick Stockton-on-Tees TS17 5LG
Mr D Angus 16 St Andrew's Close Eaglescliffe Stockton-on-Tees TS16 9EW
Mrs Sarah Anderson Abbey Farm Manfield Darlington DL2 2RE
Mr G Phillips Skylarks Hutton Village Guisborough TS14 8ER
Mr D Anderson Abbey Farm Manfield Darlington DL2 2RE
Dr A C Harrison St Anne's House The Green Egglescliffe Stockton TS16 9DB
Mrs J P Harrison St Anne's House The Green Egglescliffe Stockton On Tees TS16 9DB
Jane Cumming 15 Albert Road Eaglescliffe Stockton-on-Tees TS16 0DA
Mr And Mrs Storr 5 Glenluce Close Eaglescliffe Stockton-on-Tees TS16 9HR
Mr N Beall 6 Dalmuir Close Eaglescliffe Stockton-on-Tees TS16 9HY
Mr Kenny Crack Southfields Appleton Wiske Northallerton DL6 2AT
Mr Rob Booth Orchard House Low Worsall Yarm TS15 9PJ
Mr And Mrs Garland 6 Railway Cottages Uray Nook Road Eaglescliffe Stockton-on-Tees
Ian Smiles 22 Bowfell Close Eaglescliffe Stockton-on-Tees TS16 0HX
Mrs A Cox 14 Black Diamond Way Eaglescliffe TS16 0SE
Mrs Viv Simpson pinfold house pottergate gilling east yo62 4jj
Mrs Barbara Hungin 4 Butts Lane Egglescliffe Stockton-on-Tees TS16 9BT
Mr D Webb 35 Birchfield Drive Eaglescliffe Stockton-on-Tees TS16 0ER
Catherine McIntosh 35 Birchfield Drive Eaglescliffe Stockton-on-Tees TS16 0ER
K Naylor 6 Black Bull Wynd Aislaby Stockton-on-Tees TS16 0GN
Norman and Christine Smith 5 Portland Close Eaglescliffe Stockton-on-Tees TS16 9EE
Mr Alan Hodgson 12 Lyn Close Ingleby Barwick Stockton-on-Tees TS17 0QU
Mrs S Fisken 11 Elmwood Road Eaglescliffe Stockton-on-Tees TS16 0AQ
Mrs Jayne Downes 23 Canon Grove Yarm TS15 9XE
Mr Christopher Downes 23 Canon Grove Yarm TS15 9XE
Mrs Beverley Hewitt-Best 3 Lane End Cottages Thirsk Road Kirklevington Yarm TS15 9LN
Mrs Patricia Chapman 17 Finchfield Close Eaglescliffe Stockton-on-Tees TS16 0EY
Mr Dave Watson 9 Middleton Close Eaglescliffe Stockton-on-Tees TS16 0GA
SK Transport Planning Ltd On Behalf Of Egglescliffe Area Residents Association Albion
Wharf 19 Albion Street Manchester M1 5LN
Dr Matt Rutter 22 The Green Hurworth Darlington DL2 2AA
Mr Shane Sellers 2 Egglescliffe Court Egglescliffe Stockton-on-Tees TS16 9BU
Mrs Maria Tyson 1 Poplar Court Yarm Stockton-on-Tees TS15 9AX
Mrs Sarah Sangster 73 The Larun Beat Yarm Stockton-on-Tees TS15 9HR
Mrs Amanda Marshall The Gables Uray Nook Road Eaglescliffe Stockton-on-Tees TS16
Mr Josh Alexander 11 Spitalfields Yarm TS15 9HF
Mrs Barbara Lawson 670A Yarm Road Eaglescliffe Stockton-on-Tees TS16 0DP
Dr Phil Russell 1 Spital Gate Yarm TS15 9XB
Carol McLee 3 The Green Kirklevington TS15 9NW
Mr and Mrs Mendoza 5 Butts Lane Egglescliffe Stockton-on-Tees TS16 9BT
Mr Maureen Abbott 6 Eastbourne Avenue Egglescliffe Stockton-on-Tees TS16 9BZ
Mrs Jan Robinson 54 Mount Leven Road Yarm Stockton-on-Tees TS15 9RJ
Mr Keith Dee 8 Foreland Point Ingleby Barwick Stockton-on-Tees TS17 0FN
Mr William O'Connell 10 Westlands Kirklevington Yarm TS15 9NF
Mrs Karen Fenwick Southfield Appleton Wiske Northallerton DL6 2at
Mrs Myles Hall 111 Coniscliffe Rd Darlington DL3 7et
May D McQuillen 2 Church Close, Egglescliffe, Stockton On Tees, TS16 9DH
Mr Neville Thompson 23 Tenby Way Eaglescliffe Stockton-on-Tees TS16 9EQ
David Nicholls 8 Beaumaris Drive Eaglescliffe Stockton-on-Tees TS16 9HG
Mr Andrew Atkinson 3 Monreith Avenue Eaglescliffe Stockton-on-Tees TS16 9HN
Lesley Roberts 2 Highfield Gardens Eaglescliffe Stockton-on-Tees TS16 0DJ
Mrs Caroline Buckley 11 Butts Lane Egglescliffe Stockton-on-Tees TS16 9BT

Mr G Marshall 9 Buckland Close Ingleby Barwick Stockton-on-Tees TS17 0XP
Mr Tim Addison High Farm Seamer Road Maltby Middlesbrough TS8 0AU
Mr Christopher Bulmer 2 Rushmere Heath Eaglescliffe Stockton-on-Tees TS16 9HA
Mr Peter Roberts 5 Royal George Drive Eaglescliffe Stockton-on-Tees TS16 0RU
Mr Robert Willis 35 Grisedale Crescent Egglecliffe Stockton-on-Tees TS16 9DS
Mr Egglecliffe Area Residents Association 2 Egglecliffe Court Egglecliffe TS16 9BU
Mr David Francis 7 Goose Pasture Yarm TS15 9EP
Mr Roger Osborne 6 Butts Lane Egglecliffe Stockton-on-Tees TS16 9BT
Mr Andrew Gatenby 4 Tofts Close Low Worsall Yarm TS15 9QA
Mrs Beryl Clare 48 Grisedale Crescent Egglecliffe Stockton-on-Tees TS16 9DT
Mr David Williams 35 Coatham Vale Eaglescliffe Stockton-on-Tees TS16 0RA
David Colin Winter Dcw3xtra@gmail.com
Mrs Susan Dixon 2 Sideling Tails Yarm TS15 9HS
Mrs Kira Leith-Ross 4 Nidderdale Skelton TS12 2fy
Mrs Sarah Harding Lane End Cottages Thirsk Road Kirkclevington Stockton-on-Tees TS15
Mr Ken Robinson 2 Finchfield Close Eaglescliffe Stockton-on-Tees TS16 0EY
Mr J Easby 1 Preseli Grove Ingleby Barwick Stockton-on-Tees TS17 5HB
Nicholas Day West View Uray Nook Road Eaglescliffe Stockton-on-Tees TS16 0JN
Miss Niamh Buckley 11 Butts Lane Egglecliffe Stockton-on-Tees TS16 9BT
Mr Peter l'Anson 16 Meadowfield Drive Eaglescliffe Stockton-on-Tees TS16 0HG
Mr Stewart McKenzie 17 Carr Bridge Close Eaglescliffe Stockton-on-Tees TS16 0GY
Mr Phillip Heward Willow Tree House Appleton Wiske North Yorkshire DL6 2AS
Dr Silvia Orr 21 Durham Road Bishop Auckland DL14 7HU
Suzanne Firth 9 Cromer Court Eaglescliffe Stockton-on-Tees TS16 9EF
Shaun Thompson 3 Pinewood Crescent Newton Aycliffe DL5 6RR
Johannes Grundmann 35 Riversdene Stokesley TS9 5DD
Laura Armstrong 1 Meadow Vale Close Yarm TS15 9WG
Giles Wars 26 Valley Drive Yarm TS15 9JQ
Dr Ashleigh Lane Old Vicarage Low Worsall Yarm TS15 9PQ
Paul Barron White House Farm Heighington Nr Darlington DL2 2XQ
Jonathan Brash 1 The Darlings Hart Village Hartlepool TS27 3BY
Lisa North 101 Valley Drive Yarm TS15 9JQ
Mrs Valerie Hudson 13 Dunbar Drive Eaglescliffe Stockton-on-Tees TS16 9EG
Mr Chris Neal 3 Little Acre, Guisborough TS14 6FA
Mr William Spence 4 Warwick Close Eaglescliffe Stockton-on-Tees TS16 0LW
Anthony Finn Headlam House 32 Albert Road Eaglescliffe Stockton-on-Tees TS16 0DD
Mrs Claire Evans 65 The Larun Beat Yarm TS15 9HR
Mr Michael Williams 35 Coatham Vale Eaglescliffe Stockton-on-Tees TS16 0RA
Mrs Kathleen and Derek Hatfield 5 Martindale Grove Egglecliffe Stockton-on-Tees TS16
Mrs Arlene Ellis Kirklands Church Road Egglecliffe Stockton-on-Tees TS16 9DQ
Mrs Katy Goodliffe 27 Myrtle Road Eaglescliffe Stockton-on-Tees TS16 0AL
Ms Sandra Mcleavy 32 Carew Close Yarm TS15 9TJ
Mr Andrew Sherris 18 Merlay Close Yarm TS15 9TE
Mrs Charlotte Wilson 32 Spitalfields Yarm Stockton-on-Tees TS15 9HJ
Egglecliffe Area Residents Association 2 Egglecliffe Court Egglecliffe Stockton-on-Tees
Mr Clive Hodgson 55 Hemingford Gardens Yarm TS15 9ST
Mr Simon Tranter 12 Bulmer Close Yarm Stockton-on-Tees TS15 9UX
Mrs Ann Grundy 41 Grisedale Crescent Egglecliffe Stockton-on-Tees TS16 9DS
Mrs Sue Snape 34 Northfield Drive Stokesley TS9 5PF
Mrs Nicola Jones ESP House Chopgate Nr Stokesley TS9 7JN
Mrs Barbara Mills Yarm School The Friarage Stockton TS15 9JE
Mrs Margaret Wright 15 Tindale Close Yarm TS15 9UD
Mrs Noree Rosenberg 1 Egglecliffe Court Egglecliffe Stockton-on-Tees TS16 9BU
Lisa Kyle Woodside The Spital Yarm TS15 9EX
William Glenn Kyle Woodside The Spital Yarm TS15 9EX

David Bell 611 Yarm Road Eaglescliffe Stockton-on-Tees TS16 9BN
Mr J Michael Thompson 18 Valley Gardens Eaglescliffe Stockton-on-Tees TS16 0LY
Mr Graham Barrett 17 Barker Road Middlesbrough TS5 5EW
Mary E Verrill 86 Meadowfield Drive, Eaglescliffe, TS16 OHJ
Mr Jack l'Anson 16 Meadowfield Drive Eaglescliffe Stockton-on-Tees TS16 0HG
Mr Rob Lacy Undercliffe Hall Great Ayton TS9 6HQ
Mrs Hilda Hirst 21 The Pasture Ingleby Barwick Stockton-on-Tees TS17 5NB
Mr Jessey Bal 4 Mourie Wood Way Yarm TS15 9FQ
Dr Maria Frith Springfield House Cowesby Thirsk YO72JL
Mr Andrew Guest 8 Whitehouse Wynd West Rounton Northallerton DL6 2ly
Mr David Pratt 20 Norton Crescent Darlington DL2 1SR
Mrs Trudie Porter 8 Carmel Grove Darlington DL3 8EQ
Mr Adam Brown 70 Brackenberry Crescent Redcar TS10 2PP
Mr Richard Crouch 7 Uldale Drive Egglecliffe Stockton-on-Tees TS16 9DW
Dr Sam Franklin 4 Dinsdale Drive Eaglescliffe Stockton-on-Tees TS16 9HQ
Mr Paul McNulty 10 Hollybush Avenue Ingleby Barwick Stockton-on-Tees TS17 0RL
Mr David Bunford 1 Turnberry Avenue Eaglescliffe Stockton-on-Tees TS16 9EH
Mr J Bell 7 Butts Lane Egglecliffe Stockton-on-Tees TS16 9BT
Mr Steve Abbey 77 Culross Grove Stockton-on-Tees TS19 7SQ
Mr Geoffrey Mundy 28 Crosswell Park Ingleby Barwick Stockton-on-Tees TS17 5BE
Mr Paul Fox 32 Mayfield Crescent Eaglescliffe Stockton-on-Tees TS16 0NQ
Miss Rachel Elsey 6 The Green Egglecliffe Stockton-on-Tees TS16 9DB
Mrs Susan l'Anson 16 Meadowfield Drive Eaglescliffe Stockton-on-Tees TS16 0HG
John Fletcher 3 Hoylake Way Eaglescliffe Stockton-on-Tees TS16 9EU
Mr Paul Murphy 4 Leven Road Yarm TS15 9HB
Mr Mike Street 2 Church Road Egglecliffe Stockton-on-Tees TS16 9DQ
Mr David Nixon 2 Orchard Mews Eaglescliffe Stockton-on-Tees TS16 0PQ
Dr Philip Ingram Rectory View Butts Lane Egglecliffe Stockton-on-Tees TS16 9BU
Mr Thomas Robson 4 Larch Court Yarm TS15 9FN
Mrs Joanna Rigg 9 Arisaig Close Eaglescliffe Stockton-on-Tees TS16 9EY

36. The main concerns raised are summarised as follows: -

- Back land development
- Bridge not required
- Prelude to more development which the area does not need
- Close proximity and impact on residential amenity
- Dangers for users next to river
- Will only benefit Yarm School rather than the whole community
- Bridge will interfere with the river flow and lead to flooding
- Tees Heritage Park would be adversely affected
- The tranquillity of the area will be spoilt
- Traffic in Butts Lane and Egglecliffe would increase during construction
- Devaluation of property
- Loss of privacy
- Visual impact
- Restrictions to river usage
- No community benefit
- Development not suitable for area
- Set precedent
- Traffic
- Bridge is unnecessary
- Overdevelopment of site
- Noise
- Disturbance
- Ulterior motive

- Loss of open space
- Conservation of nature
- Car parking issues
- Detrimental to wildlife
- Loss of amenity
- Development unsuitable
- Anti-social behaviour
- Unsuitable location
- Unneeded and Unwanted by community
- Impact on environment
- Loss of countryside
- Loss of view
- Creation of litter
- Lack of consultation with community by applicant
- Concerns over construction
- Out of character
- Detrimental impact to landscape/heritage park
- Danger from cricket ball injury
- Terracing effect
- Impact on Teesdale Way footpath
- Construction traffic impact on listed building
- Smell/fumes
- Loss of mature trees
- Impact on scheduled monuments.
- Yarm School has perfectly adequate playing fields on Greene Lane.
- This field offers homes and refuge to various wildlife
- Egglecliffe village cannot cope with any further traffic
- Why have the applicants been allowed to apply twice?
- The bridge will be solely for the use of Yarm School pupils and presumably staff and smacks of Eliteism
- There will be future applications for pavilions, changing facilities, equipment storage containers etc
- Objectors significantly outnumbering supporters.
- Most of the support for this comes from people who do not live in Yarm or Egglecliffe
- Noise from games will spoil the peaceful nature of this part of the river.
- This latest application does not in any way mitigate the previous grounds for refusal
- Yarm school have ignored public concern
- The 'native hedge mix' will feature trees that are deciduous, therefore there will be no foliage on them for much of the year so the pitches will be clearly visible.
- Presumably this will need a tractor with some hedge-cutting equipment to travel along the footpath.
- Egglecliffe village will become a car park for users of the playing fields and park
- There are likely to be few, if any, permanent jobs created as a result of this development
- There is no NPPF golden thread of presumed approval
- Large construction machines will be almost impossible due to narrowness of entry and nearness of a listed building which one could envisage being damaged.
- Butts Lane which would provide building site access is now hard to manoeuvre for vehicles due to on street parking in a narrow road.
- Schoolchildren at the Butts Lane School could be in danger from frustrated drivers.
- The Tees regularly floods causing a distinct rise in water levels placing a strain on the structure and moorings, thus making it in all probability unsafe
- The effect on the river flow and erosion of the banks
- Access is still not available without encroaching on private land

37. Detailed comments from SK Transport Planning Ltd on behalf of Egglecliffe Area Residents Association (EARA) and comments from EARA are set out in full in the appendices.

38. The main support comments can be summarised as follows:-

- Benefit to public
- Benefit the local landscape
- Improves Access to the Tees Heritage Park
- Beneficial to town economy
- Benefit to school and pupils
- The designs are in keeping with the area
- Preservation of open land / country side
- Improvement to Yarm's amenities
- Improvement to exercise facilities / space
- Educational benefit to school children.
- Health benefits
- Much safer for children which must be considered a significant benefit
- Improved ecology
- Relieve traffic around Yarm station
- Enhance the Town's sporting facilities
- Will have a positive impact on traffic up and down The Spital
- A grass field will not look out of place in the surrounding scenery
- This would benefit the whole community as the fields would not be considered for development if they are being used as sports pitches
- Road & Personal Safety of children (presently traversing public highways and exposed to public)
- Reduces parking and congestion issues at external sites
- Improves the schools facilities (for kids and public)
- Consolidates school
- As a charitable trust, the applicant serves a public interest and is economically beneficial to Yarm and the wider community
- The construction of a footbridge which has been sympathetically designed would add character to and compliment the existing landscape
- By enabling schoolchildren to access the field on the opposite bank of the river to play games, it would also ease the burden of weekend traffic currently afflicting the existing playing fields on Green Lane.
- Given that the bridge will be locked and used for school use, there can be no objection on grounds of possible anti-social behaviour
- As a resident of Yarm I fully support this application.
- No longer would pupils be required to cross the narrow bridge by the Blue Bell pub which is an accident waiting to happen
- This proposal would be in keeping with the natural beauty of the area and would enhance the educational opportunities at the school
- The School has listened to the local community and it is also trying its best to reduce the daily pupil and vehicular movements on the Spital to minimise further impact.
- Community group sports usage would be welcome by many local clubs and associations who currently struggle to access suitable pitches.
- As a local resident, whose property overlooks the proposed site, I wholly support this application.
- I've read many comments from objectors and note that many points are not based on facts e.g. there will be no fencing around the pitches only hedgerow and the other pitches have never had any changing facilities.
- I fully support this progressive development
- I think the bridge will look attractive over the river
- It will be great for the community to have some use of the pitches.
- There will be no impact on the current footpath.
- I believe this would make good use of what is essentially scrub land which is not used for agriculture.
- The parking associated with the new pitches can be accommodated on the school site.

- Local residents will still be able to access the footpaths along the riverbank as these are a right of way
- This would also help the environment as Yarm school would not have to chauffeur the children to and from their two sports fields in Yarm. It's better to have sports facilities on fields rather than more houses, so I believe this is an environmentally friendly project.

PLANNING POLICY

39. Where an adopted or approved development plan contains relevant policies, Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that an application for planning permissions shall be determined in accordance with the Development Plan(s) for the area, unless material considerations indicate otherwise. In this case the relevant Development Plan is the Core Strategy Development Plan Document and saved policies of the Stockton on Tees Local Plan. Section 143 of the Localism Act came into force on the 15 Jan 2012 and requires the Local Planning Authority to take local finance considerations into account, this section s70(2) Town and Country Planning Act 1990 as amended requires in dealing with such an application [planning application] the authority shall have regard to a) the provisions of the development plan, so far as material to the application, b) any local finance considerations, so far as material to the application and c) any other material considerations

National Planning Policy Framework

Paragraph 14: At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking. For decision-taking this means approving development proposals that accord with the development without delay; and where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or specific policies in this Framework indicate development should be restricted.

Local Planning Policy

The following planning policies are considered to be relevant to the consideration of this application.

Core Strategy Policy 2 (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'. The Transport Assessment will need to demonstrate that the strategic road network will be no worse off as a result of development. Where the measures proposed in the Travel Plan will be insufficient to fully mitigate the impact of increased trip generation on the secondary highway network, infrastructure improvements will be required.
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.
4. Initiatives related to the improvement of public transport both within the Borough and within the Tees Valley sub-region will be promoted, including proposals for:
 - i) The Tees Valley Metro;
 - ii) The Core Route Corridors proposed within the Tees Valley Bus Network Improvement

Scheme;

- iii) Improved interchange facilities at the existing stations of Thornaby and Eaglescliffe, including the introduction or expansion of park and ride facilities on adjacent sites; and
- iv) Pedestrian and cycle routes linking the communities in the south of the Borough, together with other necessary sustainable transport infrastructure.

5. Improvements to the road network will be required, as follows:

- i) In the vicinity of Stockton, Billingham and Thornaby town centres, to support the regeneration of these areas;
- ii) To the east of Billingham (the East Billingham Transport Corridor) to remove heavy goods vehicles from residential areas;
- iii) Across the Borough, to support regeneration proposals, including the Stockton Middlesbrough Initiative and to improve access within and beyond the City Region; and
- iv) To support sustainable development in Ingleby Barwick.

6. The Tees Valley Demand Management Framework will be supported through the restriction of long stay parking provision in town centres.

7. The retention of essential infrastructure that will facilitate sustainable passenger and freight movements by rail and water will be supported.

8. This transport strategy will be underpinned by partnership working with the Highways Agency, Network Rail, other public transport providers, the Port Authority, and neighbouring Local Authorities to improve accessibility within and beyond the Borough, to develop a sustainable

Core Strategy Policy 3 (CS3) - Sustainable Living and Climate Change

1. All new residential developments will achieve a minimum of Level 3 of the Code for Sustainable Homes up to 2013, and thereafter a minimum of Code Level 4.

2. All 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'.

3. 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, although it is expected that developers will aspire to meet targets prior to these dates.

4. 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. Where it can be demonstrated that neither of these options is suitable, micro renewable, micro carbon energy technologies or a contribution towards an off-site renewable energy scheme will be considered.

5. 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.

6. All major development proposals will be encouraged to make use of renewable and low carbon decentralised energy systems to support the sustainable development of major growth locations within the Borough.

7. Where suitable proposals come forward for medium to small scale renewable energy generation, which meet the criteria set out in Policy 40 of the Regional Spatial Strategy, these will be supported. Broad locations for renewable energy generation may be identified in the Regeneration Development Plan Document.

8. Additionally, in designing new development, proposals will:

- _ Make a positive contribution to the local area, by protecting and enhancing important environmental assets, biodiversity and geodiversity, responding positively to existing features of natural, historic, archaeological or local character, including hedges and trees, and including the provision of high quality public open space;

- _ 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, including buildings, features, sites and areas of national importance and local significance. Opportunities will be taken to constructively and imaginatively incorporate heritage assets in redevelopment schemes, employing where appropriate contemporary design solutions.

9. The reduction, reuse, sorting, recovery and recycling of waste will be encouraged, and details will be set out in the Joint Tees Valley Minerals and Waste Development Plan Documents.

Core Strategy Policy 6 (CS6) - Community Facilities

1. Priority will be given to the provision of facilities that contribute towards the sustainability of communities. In particular, the needs of the growing population of Ingleby Barwick should be catered for.

2. Opportunities to widen the Borough's cultural, sport, recreation and leisure offer, particularly within the river corridor, at the Tees Barrage and within the Green Blue Heart, will be supported.

3. The quantity and quality of open space, sport and recreation facilities throughout the Borough will be protected and enhanced. Guidance on standards will be set out as part of the Open Space, Recreation and Landscaping Supplementary Planning Document.

4. Support will be given to the Borough's Building Schools for the Future Programme and Primary Capital Programme, and other education initiatives, the expansion of Durham University's Queen's Campus, and the provision of health services and facilities through Momentum: Pathways to Healthcare Programme.

5. Existing facilities will be enhanced, and multi-purpose use encouraged to provide a range of services and facilities to the community at one accessible location, through initiatives such as the Extended Schools Programme.

Core Strategy Policy 10 (CS10) Environmental Protection and Enhancement

1. In taking forward development in the plan area, particularly along the river corridor, in the North Tees Pools and Seal Sands areas, proposals will need to demonstrate that there will be no adverse impact on the integrity of the Teesmouth and Cleveland Coast SPA and Ramsar site, or other European sites, either alone or in combination with other plans, programmes and projects. Any proposed mitigation measures must meet the requirements of the Habitats Regulations.

2. Development throughout the Borough and particularly in the Billingham, Saltholme and Seal Sands area, will be integrated with the protection and enhancement of biodiversity, geodiversity and landscape.

3. The separation between settlements, together with the quality of the urban environment, will be maintained through the protection and enhancement of the openness and amenity value of:

i) Strategic gaps between the conurbation and the surrounding towns and villages, and between Eaglescliffe and Middleton St George.

ii) Green wedges within the conurbation, including:

_ River Tees Valley from Surtees Bridge, Stockton to Yarm;

_ Leven Valley between Yarm and Ingleby Barwick;

_ Bassleton Beck Valley between Ingleby Barwick and Thornaby;

_ Stainsby Beck Valley, Thornaby;

_ Billingham Beck Valley;

_ Between North Billingham and Cowpen Lane Industrial Estate.

iii) Urban open space and play space.

4. The integrity of designated sites will be protected and enhanced, and the biodiversity and geodiversity of sites of local interest improved in accordance with Planning Policy Statement 9: Biodiversity and Geological Conservation, ODPM Circular 06/2005 (also known as DEFRA Circular 01/2005) and the Habitats Regulations.

5. Habitats will be created and managed in line with objectives of the Tees Valley Biodiversity Action Plan as part of development, and linked to existing wildlife corridors wherever possible.

6. Joint working with partners and developers will ensure the successful creation of an integrated network of green infrastructure.
7. Initiatives to improve the quality of the environment in key areas where this may contribute towards strengthening habitat networks, the robustness of designated wildlife sites, the tourism offer and biodiversity will be supported, including:
 - i) Haverton Hill and Seal Sands corridor, as an important gateway to the Teesmouth National Nature Reserve and Saltholme RSPB Nature Reserve;
 - ii) Tees Heritage Park.
8. The enhancement of forestry and increase of tree cover will be supported where appropriate in line with the Tees Valley Biodiversity Action Plan (BAP).
9. New development will be directed towards areas of low flood risk, that is Flood Zone 1, as identified by the Borough's Strategic Flood Risk Assessment (SFRA). In considering sites elsewhere, the sequential and exceptions tests will be applied, as set out in Planning Policy Statement 25: Development and Flood Risk, and applicants will be expected to carry out a flood risk assessment.
10. When redevelopment of previously developed land is proposed, assessments will be required to establish:
 - _ the risks associated with previous contaminative uses;
 - _ the biodiversity and geological conservation value; and
 - _ the advantages of bringing land back into more beneficial use.

Policy EN7

Development which harms the landscape value of the following special landscape area will not be permitted:-

- (a) Leven Valley
- (b) Tees Valley
- (c) Wynyard Park.

Policy EN24

New development within conservation areas will be permitted where:

- (i) The siting and design of the proposal does not harm the character or appearance of the conservation area; and
- (ii) The scale, mass, detailing and materials are appropriate to the character and appearance of the area

Policy EN28

Development which is likely to detract from the setting of a listed building will not be permitted.

Policy EN29

Development which will adversely affect the site, fabric or setting of a scheduled ancient monument will not be permitted.

Policy EN30

Development, which affects sites of archaeological interest, will not be permitted unless:

- (i) An investigation of the site has been undertaken; and
- (ii) An assessment has been made of the impact of the development upon the remains; and where appropriate;
- (iii) Provision has been made for preservation 'in site'.

Where preservation is not appropriate, the Local Planning Authority will require the applicant to make proper provision for the investigation and recording of the site before and during development.

MATERIAL PLANNING CONSIDERATIONS

40. The main planning considerations of this application are the compliance of the proposal with national and local planning policy, the impacts upon the character and appearance of the area, impact on the conservation area and heritage, highway safety, flood risk, ecology and nature conservation, archaeology and other material planning considerations.

41. The application is essentially made up of two component parts comprising playing pitches for Yarm School together with a new pedestrian bridge over the River Tees. The following comments will consider the application as a whole making reference to the specific elements where applicable.

42. The National Planning Policy Framework (NPPF), adopted March 2012, sets out the Government's planning policies for England and how these are expected to be applied. NPPF states that great weight should be given to the need to create, expand or alter schools. It stresses that access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and wellbeing of communities. The NPPF also has a number of core planning principles including conserving and enhancing the natural environment and conserving heritage assets.

43. The site is designated Green Wedge. Core Strategy policy CS10.3 seeks to maintain the separation between settlements, along with the quality of the urban environment through the protection and enhancement of the openness of Green Wedges within the conurbation. The application site is situated within the River Tees Valley element of the Green Wedge separating the settlements of Egglecliffe and Yarm and is listed as a special landscape area on account of its unique landscape character.

44. The application site is also located within an area identified as part of the Tees Heritage Park. Core Strategy Policy CS10.7 supports initiatives to improve the quality of the environment in the area.

45. The application site also lies adjacent to and within the Yarm and Egglecliffe Conservation Areas. Policies EN24, EN28, EN29 and EN30 which deal with new development in conservation areas and safeguarding the setting of listed buildings, scheduled ancient monuments and archaeology will be material in the consideration of the application.

Landscape and Visual Impact

46. In considering the impact of the proposed development reference has been made to the Stockton Borough Council Landscape Character Assessment. The site is described as an area of high to medium landscape and visual sensitivity with a low capacity for appropriate development. The 2008 Stockton Council Open space audit describes the site as having a unique/irreplaceable informal landscape with good visual amenity.

47. The site forms part of the River Tees Corridor Character Area identified as river corridor dominated green space with a flat valley plain and sloping valley sides up to Egglecliffe village.

48. Much of the land is managed as a large open arable field on the eastern and southern sections of the site, but the area to the north west gives way to a more parkland feel with informal groups of trees and rough grassland crossed by informal paths and tracks. The northern edge of the arable field rises gently up hill to more elevated ground just south east of Egglecliffe and is formed of smaller fields used for livestock that gradually give way to agricultural and residential buildings forming Egglecliffe village itself.

49. The area is also important for informal recreation containing the Teesdale Way, a long distance footpath and is designated as part of the proposed Tees Heritage Park. There are also permissive access rights for fisherman on the site.

50. The Council's Landscape Architect has considered the proposal and their comments are detailed elsewhere in this report and are summarised below.

51. The application is similar to the previous application 16/1904/FUL, which was previously refused by Planning Committee, who considered it to be an unnecessary intrusion into the landscape/riverscape along the banks of the River Tees and adversely affecting the character of the surrounding area. The Highways Transport and Design Manager had no objections to the previous application on landscape and visual grounds. The original application which first proposed the footbridge crossing in 2012 (application 12/2568/EIS) was also supported on landscape and visual grounds. The 2012 application included a number of additional structures including a club house on land east of the river. The current proposals will have a lower landscape and visual impact than that original application which was refused planning permission in 2013.

52. In the current proposals the arrangement of the eastern approach to the bridge has been slightly altered and the stepped access to the bridge has been removed. The arrangement of the footpath and ramp access within the school site on the western bank has also been amended, and the floating pontoon on the eastern side of the river has also been removed. This application also includes the development of playing pitches on the eastern side of the river, including new boundary fencing and hedging and additional tree planting.

53. The primary landscape and visual effects will arise from the new bridge structure, and the change of character from an agricultural landscape to a recreational one surrounded by new hedgerows. There will also be temporary effects which arise during the construction period.

54. The proposed development of playing pitches on the eastern side of the river is located within the Tees Heritage Park. The Tees Heritage Park identifies an area of '...unique, highly attractive countryside and heritage landscape'. Remodelling for the pitches in this area should be minimal as the farmland is already relatively flat and open in nature. Fencing around the pitches is proposed to be timber post and rail, and this enclosure accompanied by the proposed native species hedging will be traditional in character with a perceived low visual impact. Once mature the proposed boundary treatment will screen much of the activity on the pitches, although tall goal posts will be visible at all times. Whilst the proposal will result in some small changes to the character of the area and the park, the playing fields will remain as open green space. Should the application be approved conditions should be applied to ensure that no additional fencing, floodlighting, storage units or other structures may be constructed on the site in the future. This will ensure that the rural and green character of the area is preserved.

55. In conclusion it is considered that a noticeable effect on the landscape resulting from this development would be the visual change in land management from an agricultural landscape to a more managed landscape with sports pitches. This could be considered to be mainly a change in character as few of the existing landscape features would be lost and new areas of grassland and hedge and tree planting would bring added visual amenity to the area. However these changes and the introduction of a wooden bridge over the river Tees into this unique rural landscape would not constitute a significant visual impact.

56. In conclusion the Highways Transport and Design Manager has no objection to the proposal in landscape and visual impact terms subject to appropriate controlling conditions.

57. In terms of Policy CS10, it is considered that the proposal will not result in the coalescence of settlements and will not harm the openness or amenity value of the Green Wedge. The uses considered appropriate within green wedges are those that ensure their open aspect is retained

and require only limited built development such as sport and recreation, and it is considered that the proposal would comply with the provisions of Policy CS10. It should be noted that the Tees Heritage Park currently contains school sports pitches and golf courses and sports uses within the Heritage Park.

58. It is considered that the limited loss of agricultural land to be replaced with natural grass playing fields would not detrimentally alter the character of the Tees Heritage Park.

59. In terms of promoting tourism the proposals have also been designed to ensure that the river traffic can freely navigate the river. The Rivers and Canal Trust have considered the proposal and raise no objection subject to appropriate controlling conditions.

Heritage

60. Consideration has been given to the heritage assets that have the potential to be affected by the development proposal including the setting of the two conservation areas; Egglecliffe and Yarm and Listed Buildings; the setting of the scheduled Round Hill on the opposite side of the River Tees and the setting of the scheduled Yarm Bridge.

61. Whilst the proposed structure will be clearly visible spanning the river, and will appear as a new intervention in the landscape, it is considered that the bridge is of a high quality design, utilising natural materials for construction. The all timber design solution is considered appropriate for the Conservation Area and the material is both attractive and durable.

62. Historic England's specialist staff have considered the proposal and raise no objection. In their previous consideration of the proposed bridge, Historic England had stated that 'the proposed bridge offers the opportunity for an exciting addition to the landscape. The proposed design is a simple curve in timber which would weather down and develop an attractive patina'. On the basis of the present proposal this outcome will be achieved.

63. It is considered that the character and appearance of the Conservation Areas will not be negatively affected and the proposals would not detract from the setting of any listed buildings. It is considered that there will not be an adverse impact on heritage assets as a result of the proposals and the application will preserve and enhance the character of the conservation area and therefore accords with saved policies EN24 and EN28. Furthermore it is considered that the proposal will not negatively impact on the character of the Tees Heritage Park.

64. The application site is large with the potential to impact upon numerous heritage assets in the area; - the setting of the two conservation areas, Egglecliffe and Yarm;
- the setting of the scheduled Round Hill on the opposite side of the River Tees;
- the setting of the scheduled Yarm Bridge.

65. Historic England having previously considered the provision of playing pitches stated that "this large area of almost flat land sits in the bend of the river and forms an open, rural setting to the Yarm Conservation Area to the north west and the scheduled Round Hill to the east. Yarm is significant as an outstanding example of a market town: characterised by a wide market place with burgage plots running away to the river at right angles to the main route. Principal buildings line the market place/High Street whilst buildings of lower status step down in scale towards the river. Despite more recent developments, the traditional grain of development in Yarm still follows this pattern although the grain in the south-east of the conservation area changes at the Yarm School site. The agricultural land to the east of Yarm makes an important contribution to the significance of the conservation area. The bend of the river tightly contains the settlement whilst later development has occurred along the key routes to the north and south. As proposed, with no fencing (save the planted boundary around the site) or lighting, in my opinion the playing fields would cause no harm to the setting of the conservation area. The open nature of the site would be

retained and, whilst the character of the area would change from 'wild' to 'managed', this could change within its current agricultural use".

66. It is not considered that there will be an adverse impact on heritage assets as a result of the proposals and the application is considered to accord with saved policies EN24 and EN28.

Other Matters

67. In terms of the operation of the pitches and potential impact, access to the playing pitches via the footbridge will be controlled through the use of lockable gates at either end. This will enable the school to tightly control the use of the bridge, supervise pupils crossing and therefore increase safety of its use. As this is a private footbridge, cyclists will not be able to use the bridge, nor will the general public unless through organised community usage arrangements. Yarm School are agreeable to a condition preventing the usage of the pitches beyond 19:00 hours which is duly recommended.

68. The distance between Yarm School and its existing sport pitches at Green Lane is approximately 1.5km. The distance between Yarm School and the proposed sports pitches is approximately 400 metres. The school has put forward the case that by moving the pitches closer to Yarm School, this will minimise travel allowing more time for sport and also significantly improving pupil safety by removing the need for pupils to cross a number of roads (often unsupervised) to reach the Green Lane site.

69. In terms of public use of the pitches, the School has agreed to allow local sports clubs to use the pitches. Managed community use will be secured through a Community Use Agreement in conjunction with Sport England. As these events would be managed by the School they will have greater control over parking arrangements and can ensure that any restrictions, such as operating hours, attached to any permission are adhered to. The proposed sports pitches will have no effect on local parking during the normal school day as the facility will only be used by pupils and staff. A condition covering car parking and events management is recommended. The proposed development will therefore provide enhanced access to high quality sports facilities and in this respect there is no conflict with the requirements of Policy CS6.3.

70. The School state that operationally pupils will arrive and change at the School then cross the bridge to play a match, then return to the main school to get changed and have post match refreshments. The car parking and events management plan condition will ensure that Yarm School will be the focus for events and that all cars are parked within the school site which has a 250 space capacity. In particular, the Plan will ensure that the School informs opposing teams about traffic and parking arrangements in advance; instructs all parents that pupil drop-off and pick-up is strictly to take place within the school grounds and provides appropriate signage and stewarding of the car parking arrangements.

71. In addition, the emergency/maintenance access from Eggescliffe will be secured by a locked gate which will prevent parents from accessing the pitches. During construction all site operatives will be required to park on the proposed car park site and walk to the site. The details of the gate and construction operations are the subject of a recommended control condition.

72. It should also be noted that the relocation of the sports pitches will ensure that parking on the footways along Green Lane that currently occurs during the use of the existing pitches will no longer take place and this would benefit road users of Green Lane.

73. In terms of the pedestrian bridge detailed construction matters are subject to a controlling condition requiring the submission of details prior to the commencement of construction.

74. In terms of crime and disorder, Cleveland Police state that they understand there is some concern from residents regarding the impact this proposed bridge will have on anti-social behaviour but having consulted with local Police Teams in relation to these concerns the opinion is that such incidents of anti-social behaviour in relation to the bridge itself would be isolated and would have little impact on residents.

75. It is also considered that with increased numbers using the area, this has the potential to improve people's perception of safety when using the area. The School has also stated that they will actively monitor both sides of the river.

76. In respect of disabled users, the proposed footbridge meets all DDA requirements.

77. Previous concerns that there would be noise and disturbance, particularly in the evenings, as a result of public use of the footbridge have been responded to by limiting the use of the bridge for access to playing pitches only, which will include organised community access to the pitches.

78. All access will be via the school premises to ensure that access can be strictly controlled. There will be no unrestricted public access to the bridge at any time. Use by community groups will be coordinated by the school and since the pitches are not to be floodlit, will take place during the hours of daylight only. The school will ensure that access gates at both ends of the bridge are locked at night and so there is no opportunity for unauthorised public access. This should address the concerns of the Atlas Wynd residents about the potential for noise, disturbance and anti-social behaviour.

79. To minimise any adverse impact on the amenity of the residents, the revised bridge (excluding ramps) is set 18.7m away from the residential properties at Atlas Wynd. It is considered that this separation distance is acceptable given the transitory nature of use and additional landscaping to further screen the bridge will also mitigate any potential impact.

Ecology and Nature Conservation

80. The application is accompanied by a Phase 1 Habitat survey which confirms that the development area comprises arable land, scrub, species poor semi-improved grazing land, mature hedgerow, mature woodland and vegetation associated with the riparian corridor and areas of unmanaged parkland. The development will result in the loss of 11.5ha of agricultural land, however these fields are intensively managed and sprayed with limited ecological value and no protected species have been recorded as resident within the site. Existing trees and shrubs will be largely retained and landscape enhancement works proposed which will result in an overall net increase in biodiversity provision across the site.

81. Appropriate mitigation measures are proposed and Natural England has examined the proposal and raises no objection subject to the imposition of controlling conditions.

82. Whilst there will be some tree loss, to accommodate the bridge the landscape management and tree planting scheme will not only compensate for any loss of trees but will enhance and strengthen tree cover in the long term across the site.

83. During construction suitable mitigation measures will be put in place to ensure that no trees that are proposed to be retained will be damaged.

Flood Risk

84. In terms of flood risk, a Flood Risk Assessment accompanies the application and identifies the site falls within Flood Zone 1, 2 and 3. All the built development will be located outside Flood Zone 3 as well as the emergency access track.

85. Flood risk has been fully considered and the proposal has been considered by the Environment Agency and the Council's Flood Risk management Team and have no objection to the proposal subject to appropriate controlling conditions.

86. In terms of site contamination the Environment Agency and Environmental Health has no objection to the proposal subject to appropriate controlling conditions. Accordingly the proposal does not conflict with Planning Guidance in respect of contaminated land.

86. The NPPF identifies that noise can be a material consideration in the determination of planning applications. It states that planning policies and decisions should aim to:

- Avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development (paragraph 123);
- Mitigate and reduce to a minimum other adverse impacts on health and quality of life arising from noise from new development (paragraph 123); and
- Prevent existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of noise from pollution (paragraph 109).

87. The noise assessment submitted with the previous application confirmed that during the construction of the playing pitches the effects of noise can be adequately controlled through a Construction Management Plan. Furthermore the proposed restriction on the hours of pitch use, and the fact that flood lighting is not proposed, will both ensure that sporting activities are limited to daylight hours. In the summer, use of the pitches will end by 19.00. A condition limiting the use of the pitches up to 19:00 hours all year round is recommended.

88. Noise and disturbance and resulting effects on residential amenity of the properties at Atlas Wynd will be limited due to the restriction of access to the playing pitches outside of school hours. Such access will be limited to organised community use which will be secured through a Community Use Agreement in conjunction with Sport England. Additionally, all access to the school premises will be strictly controlled and there will be no unrestricted public access to the bridge at any time. These measures outlined above ensure that the proposed development would not adversely impact upon the amenity of existing residents and there would be no conflict with the NPPF paragraph 17.

89. The Environmental Health Manager has no objection to the proposal subject to the imposition of controlling condition.

90. The application site is considered to be an 'urban fringe' site which does experience a degree of noise from existing school activities from the main school site as well as school use of the river together with background traffic noise. Whilst the playing pitch will increase background noise intermittently it is not considered that this impact is so significant as to warrant refusal on this ground alone.

91. In respect of archaeology Tees Archaeology has considered the proposal and raises no objection to the planning application subject to an appropriate controlling condition.

92. NPPF (Para 112 states that 'Local Planning Authorities should take into account the economic and other benefits of the best and most versatile agricultural land. Where significant development of agricultural land is demonstrated to be necessary, local planning authorities should seek to use areas of poorer quality land in preference to that of higher quality'.

93. The NPPF defines the best and most versatile agricultural land as being Grades 1, 2 and 3a. The current site is partly in agricultural use on land which is classified as grade 3b which is not land of the highest agricultural quality and the loss is therefore not considered to be significant enough to warrant refusal on this ground alone.

94. Concerns have been raised in respect to lighting. No lighting for the sports pitches has been sought as part of the proposal. The proposed sports pitches will only be used during daylight hours.

95. Land ownership has also been raised. Land ownership is not a planning consideration. The applicant has also confirmed that there are no land ownership issues which would prevent the proposal from being delivered.

Means of Access, Parking and Traffic Issues

96. The Highways, Transport and Design Manager has considered the proposal and raises no objection on highway grounds to the proposed development.

97. The re-location of the playing pitches would, in terms of highways impact, have a small net benefit on the highway network within Yarm as it would remove several trips associated with transporting pupils to / from the current provision on Green Lane. It would also remove the current 'match day' parking issues in the vicinity of the existing provision as spectators would be able to utilise the on-site provision within the school grounds. It is therefore considered that, if approved, the re-location of the playing pitches would have a slight positive impact on the highway network within the vicinity of Yarm.

98. It is considered that whilst there would be an impact on the local highway network during the construction phase this impact can be managed through the agreement of a construction management plan.

99. The applicant has submitted a construction method statement, in support of the proposed application, which sets out the measures that will be put in place during the construction phase to minimise the impact on the local highway network. The information provided within the construction method statement is considered to be acceptable however the final details are subject to a condition.

Maintenance / Emergency Access Arrangements

100. In order to maintain the proposed pitches an access track would be required which would also be utilised for emergency vehicles as and when required.

101. The track would be gated to prevent visitors to the playing pitches using the access. This needs to be conditioned should planning approval be granted. The access restrictions also need to ensure that pedestrians are not able to use this track to prevent parents from parking in Eggescliffe Village and walking to the sports pitches as there are no suitable parking areas in Eggescliffe Village to accommodate any additional demand that this development could bring.

102. Subject to suitable restrictions being put in place to prevent unauthorised access there are no objections in principle to the use of this track for maintenance and emergency vehicle access only.

Construction Traffic Management

103. Whilst it is accepted that in order to undertake the proposed works there would be a short term impact on the local highway, during the construction phase, this can be managed through the agreement of a construction management plan.

104. The applicant has submitted a construction method statement, in support of the proposed application, which sets out the temporary measures that will be put in place during the construction phase to minimise the impact on the local highway network. It is proposed to access the site, for

construction purposes, from Egglecliffe village utilising an existing farm track which would then be utilised by maintenance and emergency vehicles, as set out above, once the works are completed.

105. The construction method statement provides details of the following:

- Duration of the proposed works;
- Access arrangements to the western bank of the river (including tracking information for a crane);
- Access arrangements to the eastern bank of the river;
- Location of the temporary site compound;
- Methodology for delivering materials to the site during the construction phase.

106. The information provided within the construction method statement is considered to be acceptable however; the final details should be secured and agreed by condition.

Sports Pitch Car Park Management Plan / Travel Plan

107. In terms of operation Yarm School would prepare and implement a Sports Car Park Management Plan to describe how parking for the sports pitches would be managed. The principles of the Car Park Management Plan include pupils would arrive and change at Yarm School and return to the school to get changed and have post match refreshments; and the management plan would ensure that Yarm School would be the focus for events and all cars for sports events would be advised to park within the school site which has 250 spaces. Information that would be sent in advance to any visiting schools about parking arrangements; information for parents that outlines that pupils must be dropped off / picked up from within the School; and details of signage and stewarding to control traffic and parking for events. This should be incorporated within the existing School Travel Plan and should be submitted and reviewed by the appropriate Council officer. This requirement is recommended if the planning application is approved.

Teesdale Way

108. The route of the Teesdale Way is shown on the submitted Landscape Strategy Plan as passing under the proposed bridge on the eastern bank with a clearance of 2.4m and it is considered that sufficient clearance has been achieved.

109. Should the application be approved, a temporary diversion of the footpath would be required to protect the users of the footpath during the full period of construction works.

110. An informal footpath connection is proposed on the site masterplan between the bridge and the pitches for use by school. No details of this footpath have been provided with regard to materials, however a condition is recommended.

111. In line with Core Strategy Policy CS6 the proposal will provide high quality accessible sports pitches for organised community use thereby maximising the number of people who can benefit from the new facilities.

CONCLUSION

112. The impacts of the proposal have been considered against national and local planning guidance and the development as proposed is considered to be in line with general planning policies set out in the Development Plan, is acceptable in terms of highway safety, does not adversely impact on the neighbouring properties and character of the Conservation Area, Heritage assets, ecological habitat, archaeology, flooding and is recommended for approval with conditions. It is considered that there are no adverse impacts which significantly and demonstrably outweigh the benefits of granting planning permission in this case.

**Director of Economic Growth and Development
Contact Officer Greg Archer Telephone No 01642 526052**

WARD AND WARD COUNCILLORS

Ward Yarm
Ward Councillor(s) Councillor Tony Hampton
Ward Councillor(s) Councillor Elsi Hampton
Ward Councillor(s) Councillor Julia Whitehill

IMPLICATIONS

Financial Implications: As report

Environmental Implications: As report

Human Rights Implications:

The provisions of the European Convention of Human Rights 1950 have been taken into account in the preparation of this report.

Community Safety Implications:

The provisions of Section 17 of the Crime and Disorder Act 1998 have been taken into account in the preparation of this report

Background Papers

The Town and Country Planning Act 1990.
National Planning Policy Framework
Stockton on Tees Local Plan Adopted Version June 1997
Core Strategy Development Plan Document March 2010