

**DELEGATED**

**AGENDA NO  
PLANNING COMMITTEE**

**10<sup>th</sup> February 2021**

**REPORT OF DIRECTOR OF FINANCE,  
DEVELOPMENT AND BUSINESS SERVICES**

**20/0191/EIS**

**Land To The East Of Yarm Back Lane, Stockton-on-Tees,  
Hybrid planning application comprising of 1) full application for the erection of 969 dwellings with associated infrastructure, access, landscaping, open space, SUDS and 2) Outline application for proposed primary school with all other matters reserved.**

**SUMMARY**

The application site at Yarm Back Lane forms part of the West Stockton Sustainable Urban Extension (SUE) which wraps around the western fringes of the Stockton urban area from Letch Lane in the north to the A66 in the south. The site comprises approximately 135 hectares of land for up to 2150 dwellings. and is identified for residential development within the Adopted Local Plan under Policy H2.

The formulation of the West Stockton SUE involved many discussions with landowners and stakeholders which alongside the collaboration from Homes England's Advisory Team for Large Applications (ATLAS), produced the Yarm Back Lane and Harrowgate Lane Masterplan (2015). The Yarm Back Lane and Harrowgate Lane masterplan has been adopted by the Council to guide development and the delivery of infrastructure to support the new housing. New infrastructure will include;

- Highway junction improvements including improvement to the Elton/A66 interchange
- Community hub - to provide community centre, shopping, service and community facilities
- New primary school

This application is a joint submission by Persimmon Homes and Taylor Wimpey. The application is a hybrid application which seeks full planning permission for the erection of residential development comprising of 969 homes, associated infrastructure and landscaping and secures outline consent and safeguards 2.76 hectares of land to the north of the site for the future delivery of primary school.

The allocated land at the West Stockton SUE totals 2,150 new homes out of the total housing requirement of 10,150 homes across the Local Plan period. Along with housing delivery at Wynyard, the SUE is therefore one of the key strategic sites for housing delivery under the current local plan. Notwithstanding the wider SUE, the proposal itself would bring forward a significant number of new homes which remains highly important in maintaining a five-year supply of housing land.

A total of 92 public consultation responses have been received, with a total of 89no. writing in objection and 3no. writing in support.

The planning application is for a development where the principle of housing on the site has already been established within the adopted Local Plan. The nature and scale of the development is acceptable and it is considered that the site could satisfactorily accommodate the proposal without any undue impact on the character of the area, amenity of any adjacent neighbours or highway safety.

The technical consultees and officers have reviewed all the supporting information and have, on balance, concluded that the proposed development would result in a satisfactory form of development subject to the imposition of the recommended conditions and a Section 106 agreement. The planning obligation would secure a proportionate share of contributions to deliver the required infrastructure to mitigate the impacts of the SUE and ensure a sustainable community is created.

The current application brings with it the potential for the local authority to access £10M of Government Funding through the Housing Infrastructure Fund (HIF) which alongside developer contributions will facilitate the delivery of the Elton /A66 interchange which is essential highway infrastructure to support the site itself and the wider SUE. Without HIF funding, it is extremely unlikely that a single development scheme would be able to deliver the infrastructure required and the whole SUE will not be able to proceed. As part of the overall masterplan, the developments would be repaying a proportion of the HIF funding which can then be recycled to the Council to support future housing delivery. Securing the required Elton Interchange is a significant piece of infrastructure to facilitate and unlock the rest of the West Stockton SUE.

The proposed development, would also offer both economic and social benefits through the investment value in constructing the homes and associated revenue to the Local authority from Council Tax receipts to the Local Authority upon occupation. These are all benefits which weigh in favour of the proposal albeit they need to be balanced against other material planning considerations.

To summarise, the proposal is deemed to be in accordance with policies in the Development Plan and therefore the recommendation is to approve the application subject to the Heads of Terms and conditions set out in the report below.

## **RECOMMENDATION**

**That planning application 20/0191/EIS be approved subject to the conditions and informatives set out in appendix 2 and subject to the applicant entering into a Section 106 Agreement in accordance with the Heads of Terms detailed below;**

## **HEADS OF TERMS**

The developer is required to enter into a section 106 agreement in accordance with the terms highlighted within West Stockton Strategic Urban Extension (SUE).

- To contribute the sum of £9.9M towards the proportionate share of required infrastructure in broad accordance with the West Stockton Masterplan
- Provide land to the value of £1,700,000 to deliver the primary school and Elton Interchange works
- Affordable Housing provision at 12.4%
- Local labour agreement

With the detailed breakdown of such terms and contributions to be delegated to the Director of Finance, Development and Business and Services for final agreement.

N.B The proportionate share may be used to prioritise and bring forward any key piece(s) of infrastructure in line with the requirements of the West Stockton Masterplan.

## **BACKGROUND**

1. Land to the west of Stockton has long been earmarked as a potential future housing growth area. As part of the formulation of a new local plan, early discussions were held with landowners and stakeholder which alongside the collaboration with Homes England's Advisory Team for Large Applications (ATLAS), produced the Yarm Back Lane and Harrowgate Lane Masterplan (2015). The Yarm Back Lane and Harrowgate Lane masterplan has been adopted by the Council to guide development and the delivery of infrastructure to support the new housing.
2. Included within the masterplan is a Strategic Framework Plan (SFP) which is the culmination of a design evolution process and details best configuration of land uses in planning terms. The Masterplan is intended to be used in the preparation and determination of planning applications to ensure a coordinated approach to housing and associated infrastructure is achieved. It is an adopted Council masterplan which formed part of the evidence base for the adopted 2019 Local Plan and led to the site becoming a housing allocation.
3. The application site at Yarm Back Lane forms part of the West Stockton Sustainable Urban Extension (alongside land at Harrowgate Lane to the north). The allocated land at the West Stockton SUE totals 2,150 new homes out of the total housing requirement of 10,150 homes across the Local Plan period. Policy H2 of the Local Plan provides further policy and detail on this strategic site.
4. Owing to the scale of development, a number of infrastructure requirements have been identified to support delivery of housing in this area and develop a successful mixed community. This would include the provision of;
  - Highway junction improvements including improvement to the Elton/A66 interchange
  - Community hub- to provide community centre, shopping, service and community facilities
  - New primary school
5. In formulating the West Stockton SUE, the level of housing was fully modelled and this helped to convey the level of highway improvement works that would be required to accommodate the proposed level of housing within the whole allocation.

## **SITE AND SURROUNDINGS**

6. The application site is land to the east of Yarm Back Lane which forms part of the West Stockton Sustainable Urban Extension (SUE) which wraps around the western fringes of the Stockton urban area from Letch Lane in the north to the A66 in the south. The site comprises approximately 135 hectares of land for up to 2550 dwellings. and is identified for residential development within the Adopted Local Plan under Policy H2. 400 of those dwellings are safeguarded for the future as the landowner didn't wish to partake in the masterplan exercise.
7. The current application covers the southern section of this urban extension and comprises several agricultural fields on the western edge of Stockton.
8. The site itself consists of predominantly arable farmland of some 46 hectares set between Darlington Back Lane in the north and the A 66 Elton Interchange to the south Divided into a number of smaller parcels by the existing field boundaries associated with its current use, the site measures approximately 2 km from north to south whilst varying in width from 100 metres at its narrowest point in the north up to 330 metres in the south
9. The site is bordered to the south by the A66 Elton Interchange which provides strong transport links into Middlesbrough approximately to the east, Darlington west and the wider local and

strategic highways network throughout the Tees Valley. The western edge of the site is defined by Yarm Back Lane, a single carriage road with a 60 mph speed limit beyond which there is a mixture of farmland, a logistics (firm and individual private homes) To the east the site abuts the largely residential suburbs of Fairfield and Hartburn where a combination of two and single storey properties line the eastern boundary of the site The north boundary is formed by Darlington Back Lane Whilst the land beyond currently consists primarily of agricultural land with a scattering of farm buildings, the immediate area has been identified for mixed used development as part of the Harrowgate Lane element of the wider West Stockton Sustainable Urban Extension

10. The closest train station is situated approximately 3.35 km to the east close to Stockton Town Centre whilst the local area is served by the no 61 87 and X 67 bus routes which provide regular services into Stockton Town Centre and the wider Tees Valley from Surbiton Road and Birkdale Road respectively. Within walking distance of the site there are a number of small local centres to the east on Aiskew Grove, Upsall Grove, Glenfield Road and Birkdale Road respectively

### **PROPOSAL**

11. The application is a joint submission by Persimmon Homes and Taylor Wimpey The application is a hybrid application seeking full planning approval for the erection of residential development and associated infrastructure, landscaping on land to the east of Yarm Back Lane and an outline consent for the delivery of the associated primary school.
12. In summary the application seeks detailed planning permission for:
- 969 homes a mix for 2, 3, 4 and 5 bedroom dwellings;
  - Junction improvement works to Yarm Back Lane/Darlington Back Lane, Elton Interchange (A66)
  - 4 new access junctions from Yarm Back Lane into the site;
  - 10.65 Hectares of public open space
  - Provision of landscaping
  - SUDs ponds and associated attenuation features
  - 2 Play Areas
  - North to South Cycleway through the site
13. In addition, the scheme seeks outline planning approval to safeguard 2.76 hectares of land to the north of the site for the future delivery of a 2 form entry primary school (with potential to extend to 3 form if required). The school will be subject to a separate detailed planning application independent of this submission. All matters are reserved in relation to the school except for the principal of development.

### **CONSULTATIONS**

14. The following consultations responses have been received from those notified of the application as set out below (in summary);

Northumbrian Water Limited – no objections and request condition for detailed drainage scheme as below;

*Development shall not commence until a detailed scheme for the disposal of foul and surface water from the development hereby approved has been submitted to and approved in writing by the Local Planning Authority in consultation with Northumbrian Water and the Lead Local Flood Authority. Thereafter the development shall take place in accordance with the approved details.*

*Reason: To prevent the increased risk of flooding from any sources in accordance with the NPPF.*

Highway England – no objections but recommend that *conditions should be attached to any planning permission that may be granted see Annex A – Highways England recommended Planning Conditions*);

Highways, Transport & Design Manager -

General Summary: Detailed comments and conditions are included in Appendix 2 and Appendix 3 respectively.

*The Highways, Transport and Design Manager has reviewed the information submitted in support of the proposals and, subject to agreeing the requirements of the s106 Agreement and the imposition of controlling conditions, has no objections to the proposals.*

*The s106 Agreement should, as a minimum, secure the following:*

- *The proposed highways mitigation at Elton Interchange which should be completed prior to the occupation of the 161<sup>st</sup> dwelling;*
- *The proposed highways mitigation at the junction of Yarm Back Lane / Darlington Back Lane / Bishopton Road West which should be completed prior to the occupation of the 161<sup>st</sup> dwelling;*
- *A proportionate contribution towards the cost of the proposed mitigation at Harrowgate Lane / Junction Road / Durham Road 'Horse and Jockey' roundabout;*
- *A proportionate contribution towards Public Transport Improvements as set out in the West Stockton Urban Extension Masterplan.*
- *Vehicular linkages from the Taylor Wimpey site to the triangular shaped third-party land. This connection is to be safeguarded and would not be implemented until agreement is reached with the owners of the land to make the necessary connection. This work would likely form part of the future s38 agreement;*
- *The pedestrian linkages at the following locations:*
  - *Persimmon Homes – from the northern play area / POS to Surbiton Road (adjacent to 227 Surbiton Road);*
  - *Taylor Wimpey – from adjacent to plot 420 providing a connection to Symons Close;*
  - *Taylor Wimpey – from the central POS to Ravensworth Grove;*
  - *Taylor Wimpey – from the southern POS to the Penny Black Public House (PH). This connection is to be safeguarded and would not be implemented until agreement is reached with the owners of the Penny Black PH to make the necessary connection;*
  - *Taylor Wimpey – to the triangular shaped third-party land. This connection is to be safeguarded and would not be implemented until agreement is reached with the owners of the land to make the necessary connection. This work would likely form part of the future carriageway connection.*

*In accordance with the West Stockton SUE Masterplan a contribution towards Additional Infrastructure Works will also be required.*

*With regards to the Landscape and Visual aspects of the proposals these are considered to be acceptable although final details will be required which can be resolved through conditions. These should cover;*

- *Retention of Existing Trees Shrubs and Hedges*
- *Tree and Hedgerow Protection;*
- *Landscaping Hardworks*
- *Means of enclosure*
- *Mounding and levels within Public Open Space (POS)*
- *Soil Management*
- *On Site Public Open Space*

- Provide land to the value of c.£1,700,000 to deliver the primary school and Elton Interchange works
- *Landscaping and associated maintenance of Softworks*
- *Scheme for Illumination*
- *Appearance of Pumping Station*

#### Flood Risk Management

*The applicant has provided sufficient information to satisfy the Lead Local Flood Authority that an appropriate surface water solution can be achieved to manage increased flows of runoff generated by the proposed development, and that flows can be contained within the boundaries of the development site without increasing existing flood risk to the site or the surrounding area, however the applicant has not provided all the detailed information required, therefore the LLFA request that this information is secured by condition*

#### Tees Archaeology

*I note the submission of the Written Scheme of Investigation (WSI) for the archaeological remains at the site. I am not in a position to advise acceptance of this as yet due to time constraints, but would suggest that if the application is successful then the archaeological works can be secured through a condition which will require the agreement of the WSI.*

*Recording of a heritage asset through a programme of archaeological works*

Hartlepool Borough Council—no objections however advice is provided on the following aspects detailed below;

#### *Farmland Birds*

*The site was found to support a number of breeding farmland bird species, including those listed as priorities for conservation under the provisions of the Natural Environment and Rural Communities Act 2006. It therefore follows that the farmland bird population within the site is an important ecological feature, impacts to which can result in significant ecological harm. This significant harm is identified as a residual effect within the latest iteration of the Ecology and Nature Conservation chapter of the Environmental Statement (see Table 8.13). The National Planning Policy Framework (NPPF) requires that significant harm to biodiversity is avoided, adequately mitigated or compensated for before a scheme can be approved.*

#### *Biodiversity Net Gain*

*Section 15 of the NPPF encourages measurable biodiversity net gains. Further clarification is provided within the Planning Practice Guidance on the Natural Environment, in which biodiversity net gain is defined as a measurable approach that provides improvements for biodiversity and identifies biodiversity metrics and a means to measure changes in biodiversity value. It is currently not clear how a measurable biodiversity net gain is sought*

#### Environmental Health Unit

*I have reviewed the submitted information with respect to impact of the realignment and junction changes on air quality. The review shows that any changes would not change the conclusions of the current Air Quality assessment that this would not warrant a re-modelling of air quality and I am satisfied that this has been addressed.*

*The updated Noise and Vibration chapter (September 2020) has reviewed the impact of noise on the development arising from the height and alignment of Darlington Road. The predicted traffic noise has been calculated using CRTN assessment methodology for the year 2032, and includes the realignments and changes in height of Yarm Back Lane and Darlington Road. The internal noise targets can be achieved with open windows with the design and mitigation measures outlined. Where external noise levels are raised above the guideline values, boundary*

*fencing is proposed for selected plots to achieve the required external amenity noise levels. Consequently there is no objection to the application subject to the recommendations in the report being implemented.*

*I would also recommend that prior to the commencement of the development that further details of the mitigation measures outlined in the Noise Report are submitted including;*

- 1. Fencing materials used*
- 2. Details of the higher specification of glazing, ventilation and orientation to selected properties to meet the required internal noise levels.*
- 3. Further details of the mitigations measures for the school to include building sound insulation, screening and barriers in accordance with BB93.*
- 4. Submission of a CEMP prior to commencement of works.*

Environmental Health Unit- Contaminated Land - no objections raised subject to conditions relating to compliance with the Preliminary Desk Top Survey and Intrusive Investigation provided (Report C5984A, July 2016) and the undertaking of further investigation of the underground water tanks and location of the former farm buildings, to confirm ground conditions. The report ought to be submitted to the Local Authority prior to commencement of the development. This must be conducted in accordance with DEFRA and with the Environment Agencies "Land Contamination Risk Management" guidance (2020)

#### Northern Gas Networks

*According to our records Northern Gas Networks has no gas mains in the area of your enquiry. Gas pipes owned by other Gas Transporters and also privately owned may be present in this area. Information with regard to such pipes should be obtained from the owners.*

#### Natural England

**NO OBJECTION**

*Based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on statutorily protected nature conservation site or landscapes.*

*Natural England's generic advice on other natural environment issues is set out at Annex A.*

#### The Environment Agency

*Having reviewed the submitted information, we have NO OBJECTION.*

*The proposed development is on a Principal Aquifer (Sherwood Sandstone Group), groundwater vulnerability here is low due to the thick layer (38 - 49.5 metres thickness across the proposed site) of superficial geology protecting the aquifer, in this case glacial till dominated by low permeable clay. Therefore the risk to groundwater is considered to be low.*

#### Team Manager Strategic Housing

*Whilst the adopted Local Plan policy requires 20% affordable Housing provision, the developer has undertaken a viability exercise to demonstrate that they cannot meet the full requirements of the costs of the associated infrastructure. Whilst the accelerated delivery of new affordable homes is a key performance target for the Strategic Housing Team, it recognised that the overall costs of that infrastructure are significant given the level of investment required to deliver a sustainable development.*

*Whilst the developers offer of 20% Affordable Housing at discounted market value is noted, the Council's preference would be to achieve a 70:30 (affordable rented: shared ownership) mix. Although Discount for Market sale is a recognised and approved affordable housing product, the feedback we have had is that there can be an affordability gap within this area for that associated product.*

Consequently, and in view of the overall viability of the site, we would accept the 12.4% affordable housing offer (120 units) provided that they are 'pepper potted' throughout the site.

Darren Coulton: School Place Planning

*The details of the application and submitted education assessment have been fully considered and I comment as follows on the need for additional school place provision.*

Primary School need:

*The West Stockton Strategic Urban Extension (WSSUE) masterplan set out the general scope for school place provision for the urban extension. It identifies 6 primary and secondary schools within the admission zone and outlines that an assessment of current and future need was undertaken as part of the master planning exercise.*

*At the time of the WSSUE masterplan, there was identified a requirement for 559 primary school places. However, with the additional housing at Tithebarn (an additional 90 units) and that proposed on the Yarm Back Lane site (an additional 142 units), the total requirement for primary school places would now stand at 619.*

*Therefore, there is still a shortfall of available primary school places and a new school would still be justified on the increased no. of schools as there is a shortfall of 619 primary school places.*

Secondary School:

*The figure of a secondary school contribution of £4,409,100 across the SUE was agreed during the Tithebarn appeal and it has been previously agreed that this would be divided based on proportionate share.*

*Notwithstanding that, we have already committed in our Capital Strategy to increase secondary places and named Outwood Academy Bishopsgarth as a solution, increasing it from a 600 place school to 1050 (an additional 450 places) using previously committed S.106 and basic need monies.*

*Based on the uplift in dwellings across the SUE there would be a need for 477 secondary school places, with this development contributing 194 school places to that requirement. Based on current projections, there would be sufficient capacity to accommodate that requirement and therefore a contribution to secondary school provision is not required at this stage although will be reviewed as other developments come forward*

Dave McGuire Planning Manager Sport England

*This application falls within the scope of the above guidance as it relates to major residential development (300 or more units). The occupiers of new development, especially residential, will generate demand for sporting provision. The existing provision within an area may not be able to accommodate this increased demand without exacerbating existing and/or predicted future deficiencies. Therefore, Sport England considers that new developments should contribute towards meeting the demand that they generate through the provision of on-site facilities and/or providing additional capacity off-site. The level and nature of any provision should be informed by a robust evidence base such as an up to date Sports Facilities Strategy, Playing Pitch Strategy or other relevant needs assessment.*

*Sport England has worked closely with Stockton Council over a number of years to undertake assessments of current and anticipated needs for playing pitches and built sports facilities. Strategies to address identified shortfalls (whether current or anticipated) have resulted in the Council utilising planning obligations as a way of ensuring that sports facilities keep pace with housing growth. The latest iteration of this work - Open Space, Recreation and Landscaping SPD (2014 update) - includes a ready reckoner for developments. The tool translates anticipated population into planning obligation requirements from developments where provision is not made*

*on-site. The contribution rates are £128.57 per person for playing pitches, and £289.60 per person for built sports facilities.*

*Using assumed occupancy rates, a development of this scale would have a population of 3086, which requires investment of £1,290,472 into the local sporting network to keep pace.*

*The application does not make provision for sport at present - either on or off-site. Without such investment there is a danger that the local sports network will be unable to meet the needs of new residents.*

*This being the case, Sport England wishes to object to this application.*

#### Durham County Badger Group

*We note a number of badger records in the close vicinity of the proposed development along with evidence badger is using the site for foraging. We would like to request further investigation be carried out to establish where all the setts are which may not be recorded by ERIC (4km surrounding area), their status and a subsequent assessment made on whether the proposed green field area is important to the badgers because of territorial boundaries. We feel these considerations are important for the long term sustainability of the animal in the area given increasing periods of drought which affect their ability to access their main diet, ie earthworms. As this information becomes available, we should be in a position to comment further.*

*NHS In this case, the increase in resident population should not have a material effect on the local GP surgeries and their abilities to provide care*

Mrs Leanne Thompson -The Tees Valley Local Access Forum (TVLAF), Hartlepool Civic Centre  
*The Tees Valley Local Access Forum (TVLAF) would like to highlight some concerns with regards to this proposed development - Yarm Back Lane is already congested for most of the week making it difficult/dangerous especially for cyclists. It is felt that more work is needed with the road and junctions given the proposal of 966 new dwellings - widening, resurfacing, roundabouts or traffic lights to ensure safety for all users.*

*There is a proposed dual use cycle-way/footpath to be built along the western perimeter of this development - the TVLAF feel it would be extremely beneficial to connect this to other established traffic-free cycle routes in western Stockton in a west to east direction.*

#### Cleveland Police

*I note that the developer has considered the creation of safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion.*

*They have also stated that all proposals will be designed with public safety and the desire to reduce crime, and has referenced adherence to the principles of Secured by Design.*

#### PADHI Health & Safety Executive

*Do not advise against the grant of planning consent*

#### Sabir UK Petrochemicals Ltd

*The application 20/0191/EIS will not affect SABIC/Ineos high pressure ethylene pipeline.*

#### Mr Matt Vickers MP House of Commons London

*I OBJECT to this planning proposal. This application is substantially different to the one originally introduced in 2018. I'm very disappointed to see this planning application submitted. I'm extremely concerned about the impact on traffic, and I feel it is wrong to build so many*

*houses in the green belt in an area that is already subject to huge amounts of pressure and congestion.*

*The number of houses earmarked in this application is excessive. The design layout demonstrates that the existing dwellings bordering the proposed development will be subject to their privacy being removed, with dwellings being built overlooking existing properties. As mentioned above, development to this size and scale will have a severe and detrimental effect on traffic concentration. Yarm Back Lane is at times a car park, with heavy traffic congestion. I do not see in the proposals a way that will address these very serious traffic concerns. Moreover, the proposal fails to address parking provision. We have seen instances in neighbouring estates, with many complaints about obstructive parking.*

*The proposal does not address the very serious issues around the natural environment and the biodiversity of the area. In the current proposal, we see the housing density increased around the area of water, destroying biodiversity, and introducing impermeable surfaces, decreasing water soak. It should also be noted that the current Habitat Surveys are out of date.*

*I would also like to raise concerns regarding the proposal for a new primary school. There is nothing within the current applications that demonstrates what steps have been taken to establish capacity at surrounding secondary schools, and whether they will be able to cope with the additional children. This application also fails to address how it will support community functions like GP or medical practices, due to the increased demand such a development would create.*

*This proposal is not the right proposal for the local area. This proposal should be REFUSE*

*Councillors Maurice Perry and Bill Woodhead MBE.*

*The British Isles are becoming increasingly smaller each year due to unnecessary over development of prime rural land, especially along the west side of Stockton Borough. We have always been opposed to the building on Green Field land as this reduces the necessary farming produce, wildlife, flora and green space for the areas sustainability, we should always take a position of building on Brown field sites first without exception, even more so since we have been released from the EU, where we require every bit of land for self-sufficiency.*

*We note that the application has changed somewhat from its original position without serious consideration to the problems associated with the traffic congestions along Yarm and Darlington Back Lanes. The development of the Elton and Darlington Back Lane Interchanges would help to increase traffic flow, but with the restrictive width of this country road, in our opinion, would not be sustainable enough to remove traffic congestion in this area. The possible increase of over a thousand vehicles per day from and into the proposed development would have a detrimental effect to the traffic flow along Yarm Back Lane, creating more congestion than ever before in the surrounding areas of Fairfield, Hartburn and other outlying locations. What would happen, as it does at the present time, due to Yarm Back Lane becoming grid locked, will see an increase in vehicles using the estate roads, as rat runs for ease of convenience, to the annoyance of the residents in that area. The application does not address the traffic movements from and into the site during construction, as we note there could be traffic lights positioned along Yarm Back Lane for site development. This would again exasperate congestion along this area for many years to come.*

*Another area of concern is the inclusion of a school to the north west corner of the site. What parking provisions have been made, to address the dropping off and picking up of children throughout the school term times, to avoid the current parking problems associated with several schools in the Fairfield and Hartburn wards. Our fear is, if there are congestion problems surrounding the school, vehicles will park on the nearest roadways to the school, such as Surbiton Road, Yarm Back Lane and Darlington Back Lane, thus creating increased traffic pressures to the detriment of the residents in those areas. What assessment has been made*

*within the local wards to address school's capacity and intake of children to ensure there is sufficiency without creating problems with established schools around the area.*

*Housing Mix - We find it inexplicable that within this large development it does not conclude to provide a number of affordable homes within the plan, as noted subject to viability, nor can we find any provision for a number of bungalows to suit the needs of a vibrant mixed community for people of all ages, this is very disappointing.*

*Flood Risk - The proposal does not mention the flood risk strategy to overcome the problems during adverse weather conditions. In the past some gardens and green spaces have become flooded with drainage backing up due to the adverse flow of water downstream from Surbiton Road. With the inclusion of SUDS, ponds and capture we are not convinced that there is a suitable drainage strategy to alleviate all flooding in this area.*

*We note other concerns that don't seem to be addressed in that the excessive housing development does not consider those homes of residents that are backing onto the new buildings with the loss of light, views, privacy, additional noise and the increased stress and anxiety levels that residents will suffer.*

*Due to the concerns highlighted above we are unable to agree to the planning proposals submitted.*

Councillor David Minchella

*Whilst we do not object to the planning application we wish for the following points to be taken into consideration in determination:*

*1. The Transport Assessment (Revision 1, dated March 2018) states on page 17 that the bus service 61 operates 4 services per hour Mon - Fri, 6am - 23.20pm, 4 per hour on Saturdays, 7.25am - 23.20pm and 2 per hour on Sunday, 10.06am - 23.20pm. On checking the bus timetable on 11th February 2020, the timetable shows 4 services per hour, Mon - Sat until 19.12pm then one service per hour until 23.22pm. On Sunday there is a half hourly service until approx.. 18.20pm then an hourly service until 23.22pm. So to say there are four services per hour Mon - Sat and 2 per hour on Sunday is incorrect. As such, we would like to see consideration being given to the developer contributing to a more regular evening bus service to this area.*

*2. Page 28 of the same report refers to there being "several primary schools located within a 25 minute walk of the site" and one secondary school within a 25 minute walk and 2 others within a 35 minute walk. Most primary school children would not be walking to school alone, especially for such a long journey. Assuming that parents / guardians choose to walk to school and back then we'd be looking at a potential 50 - 60 minutes trip, twice per day. Experience tells us that parents will not walk this far and so it is inevitable that school time traffic, and therefore air pollution, will increase.*

*3. There is provision within the application for land to be earmarked for the development of a new primary school. However, we seek confirmation that there is sufficient spare capacity within the existing secondary schools in the local area. If not, how will any shortfall be met?*

*4. There is no apparent GP facility within the nearby area. Is there sufficient capacity within nearby surgeries or will further services need to be commissioned?*

*5. Given the announcement from Government last week about the planned ban on sale of new diesel, petrol or hybrid cars being brought forward, what provision will be built in to this development for charging of electric vehicles?*

*6. What parking provision will there be for visitors to this development? Allowing for a designated number of parking spaces per household based on the number of bedrooms only works until there are visitors who need to park. As an example, the housing developments off Darlington Lane (known locally as The Flowers Estates) are notoriously difficult for visitors, with many complaints about obstructive parking, junction blocking etc. Adequate provision must be made for visitor parking.*

Councillor J M Cherrett- (comments received on the 17<sup>th</sup> February 2020)

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1. The Transport Assessment (Revision 1, dated March 2018) states on page 17 that the bus service 61 operates 4 services per hour Mon - Fri, 6am - 23.20pm, 4 per hour on Saturdays, 7.25am - 23.20pm and 2 per hour on Sunday, 10.06am - 23.20pm. On checking the bus timetable on 11th February 2020, the timetable shows 4 services per hour, Mon - Sat until 19.12pm then one service per hour until 23.22pm. On Sunday there is a half hourly service until approx.. 18.20pm then an hourly service until 23.22pm. So to say there are four services per hour Mon - Sat and 2 per hour on Sunday is incorrect. As such, we would like to see consideration being given to the developer contributing to a more regular evening bus service to this area.
2. Page 28 of the same report refers to there being "several primary schools located within a 25 minute walk of the site" and one secondary school within a 25 minute walk and 2 others within a 35 minute walk. Most primary school children would not be walking to school alone, especially for such a long journey. Assuming that parents / guardians choose to walk to school and back then we'd be looking at a potential 50 - 60 minutes trip, twice per day. Experience tells us that parents will not walk this far and so it is inevitable that school time traffic, and therefore air pollution, will increase.
3. There is provision within the application for land to be earmarked for the development of a new primary school. However, we seek confirmation that there is sufficient spare capacity within the existing secondary schools in the local area. If not, how will any shortfall be met?
4. There is no apparent GP facility within the nearby area. Is there sufficient capacity within nearby surgeries or will further services need to be commissioned?
5. Given the announcement from Government last week about the planned ban on sale of new diesel, petrol or hybrid cars being brought forward, what provision will be built in to this development for charging of electric vehicles?
6. What parking provision will there be for visitors to this development? Allowing for a designated number of parking spaces per household based on the number of bedrooms only works until there are visitors who need to park. As an example, the housing developments off Darlington Lane (known locally as The Flowers Estates) are notoriously difficult for visitors, with many complaints about obstructive parking, junction blocking etc. Adequate provision must be made for visitor parking.

**PUBLICITY**

15. Publicity has been given to the planning application through advertisements in the press, site notices and neighbour notification letters.
16. A total of 3 letters of support and 89 letters of objection have been received. All those comments received are identified below (in summary) and a list of those who have contributed are listed in appendix 1. The full contents of the letters can be viewed on the public access.

**Support Comments:**

- The proposed development would enable people to maintain living close to family.
- Opportunity to benefit from Government first time buyer schemes
- Provide desirable homes for those wanting to move up the 'housing ladder'
- Proposed changes to the roundabouts and junctions will have a positive affect on the traffic and make the traffic flow more evenly during busy times even with the added amount of cars.

**Objection Comments:**

- Dispute over Stockton Council's Local Plan for the need for the proposed 966 dwellings and wider SUE.
- Changes to the number of housing and the impact on the wider allocation

- Length of time to validate
- Stockton has an abundance of brown field sites
- Not enough jobs to sustain a development of this size
- Make selling existing housing harder with New Builds
- Traffic congestion
- Inadequate highway infrastructure
- Impact of the development on the existing road network will have a detrimental impact on emergency services.
- Speed limits are too high when considering the construction of the road and volume of traffic.
- The traffic modelling is flawed. There is no evidence presented of a track record of long term and sustained success using these methods
- The road systems within the development are very narrow with very tight corners
- There is only one access shown to the primary school
- The travel plan may meet the expected standards on paper, but, in reality, it falls very short. Too far to people to walk to school and shops/services
- The current infrastructure of cycle paths is under maintained.
- The shared cycling/pedestrian paths is contrary to the latest government guidelines
- Inadequate bus provision
- The development should include a footpath adjacent to Yarm Back Lane
- The site is currently poorly drained, considerable pooling of water in the fields which has increased over the recent years.
- Is the SUDS survey adequate?
- Greens Beck is not capable of taking a heavy deluge, the water runs down the natural slope into the field at the rear of Coombe Way when this can no longer take the volume of water it continues down to a culvert which goes under Ellerton Road and joins up with Greens Beck
- Inadequate proposal for treatment of foul water.
- The time it will take for water to drain away will result in stagnant water which will smell
- Size and scale of the planned SUDS may cause a danger to public health and become a possible flood risk in themselves.
- Due to ground movement, and drainage issue House Insurers would change a premium to insure houses particularly those local to SUDS areas. Could result in properties standing empty for a considerable time.
- Put too much strain on schools and amenities such as doctor surgeries and shops.
- Local secondary schools are already oversubscribed
- Proximity from secondary school, shops, services etc would making it unsustainable Some schools in the local area are managing cuts to staff.
- Air pollution
- The submitted Noise and Vibration report sets out small number of plots closest to Yarm Back Lane and to Darlington Road will exceed the 55dB LAeq,16hr limit
- Existing houses do not have the benefit of acoustic fencing.
- The increased volume of traffic using this route effectively as a Stockton West outer ring road must be considered as part of this planning application.
- Planting of bushes and small trees in the POS will create a hazard to children using the open space
- Loss of trees and hedgerows- both visually and impact on wildlife
- Concern over use of SUDs within the open space.
- Loss of light
- Loss of Privacy
- Proximity of development from existing houses.
- Overbearing development
- Loss of view
- Impact on value of properties.

- Impact on mental health
- Impact of the development during construction phase such a noise, dust, privacy and vibrations
- Anti social behaviour from access points, area of public open space and social housing.
- Adequate boundary treatment to protect existing gardens is required.
- The ecological surveys for the site are out of date
- This huge development will increase light pollution and litter
- The Site is home to a whole range of wildlife result in displacement and a loss of habitat.
- The developer has questioned viability of the scheme. Permission should be refused if it is not viable.
- None of these houses will fall into the "affordable housing" bracket/s
- House prices are low, less pressure on the need for affordable housing
- Insufficient public consultation
- There are many gaps in substantive information within the planning documentation
- Inaccurate plans
- Concern occupiers will end up in a leasehold trap.
- Taylor Wimpey and Persimmon Homes make enough profit to be instructed that they should submit plans for brown field sites only.
- Taylor Wimpey and, especially Persimmon, do not have the best reputation as house builders.

## **PLANNING POLICY**

17. 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 Stockton on Tees Borough Council Local Plan 2019.
18. Section 143 of the Localism Act came into force on the 15 January 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 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**

19. The purpose of the planning system is to contribute to the achievement of sustainable development. Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways. These are economic social and environmental objectives.
20. So that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development (paragraph 11) which for decision making means;
- approving development proposals that accord with an up-to-date development plan without delay; or
  - where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
    - i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
    - ii. 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.

21. In relation to decision making, paragraph **38** notes that local planning authorities should “approach decisions on proposed development in a positive and creative way” This includes “work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area It goes on to state that “decision makers at every level should seek to approve applications for sustainable development where possible.
22. In determining applications, paragraph **47** stipulates that planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise It also requires that decisions on applications should be made as quickly as possible, and within statutory timescales unless a longer period has been agreed by the applicant in writing The framework also explains that arguments that an application is premature are unlikely to justify a refusal of planning permission other than in the limited circumstances.
23. In relation to design, Paragraph **124** explains that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities Being clear about design expectations, and how these will be tested, is essential for achieving this.
24. Paragraph **127** of the NPPF then goes on to detail a six point guidance list emphasising good design principles that should stand centrally within the design of every development NPPF states that policies and decisions should aim to ensure that developments
  - will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development
  - are visually attractive as a result of good architecture, layout and appropriate and effective landscaping
  - are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities)
  - establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit
  - optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks and
  - create places that are safe, inclusive and accessible

### **Local Planning Policy**

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

#### Strategic Development Strategy Policy 1 (SD1) - Presumption in favour of Sustainable Development

1. In accordance with the Government's National Planning Policy Framework (NPPF), when the Council considers development proposals it will take a positive approach that reflects the presumption in favour of sustainable development contained in the NPPF. It will always work proactively with applicants jointly to find solutions which mean that proposals for sustainable development can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

2. Planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.

3. Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise - taking into account whether:

- Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole; or,

- Specific policies in that Framework indicate that development should be restricted.

#### Strategic Development Strategy Policy 2 (SD2) - Strategic Development Needs

2. To meet the housing requirement of 10,150 new homes over the plan period a minimum of:

- a. 720 dwellings (net) will be delivered per annum from 2017/18 to 2021/22.
- b. 655 dwellings (net) will be delivered per annum from 2022/23 to 2031/32.

3. The Strategic Housing Market Assessment for Stockton-on-Tees Borough identifies that there are specific needs with regard to housing type and tenure. This includes delivering homes to meet the needs of the ageing population.

#### Other Development Needs

7. Where other needs are identified, new developments will be encouraged to meet that need in the most sustainable locations having regard to relevant policies within the Local Plan.

#### Strategic Development Strategy Policy 3 (SD3) - Housing Strategy

1. The housing requirement of the Borough will be met through the provision of sufficient deliverable sites to ensure the maintenance of a rolling five year supply of deliverable housing land. Should it become apparent that a five year supply of deliverable housing land cannot be identified at any point within the plan period, or delivery is consistently falling below the housing requirement, the Council will work with landowners, the development industry and relevant stakeholders and take appropriate action in seeking to address any shortfall.

2. The following are priorities for the Council:

- a. Delivering a range and type of housing appropriate to needs and addressing shortfalls in provision; this includes the provision of housing to meet the needs of the ageing population and those with specific needs.
- b. Providing accommodation that is affordable.
- c. Providing opportunities for custom, self-build and small and medium sized house builders.

3. The approach to housing distribution has been developed to promote development in the most sustainable way. This will be achieved through:

c. Creating a Sustainable Urban Extension to West Stockton.

#### Strategic Development Strategy Policy 5 (SD5) - Natural, Built and Historic Environment

To ensure the conservation and enhancement of the environment alongside meeting the challenge of climate change the Council will:

1. Conserve and enhance the natural, built and historic environment through a variety of methods including:

- a) Ensuring that development proposals adhere to the sustainable design principles identified within Policy SD8.
- c) Protecting and enhancing green infrastructure networks and assets, alongside the preservation, restoration and re-creation of priority habitats, ecological networks and the protection and recovery of priority species.
- j) Ensuring development proposals are responsive to the landscape, mitigating their visual impact where necessary. Developments will not be permitted where they would lead to unacceptable impacts on the character and distinctiveness of the Borough's landscape unless the benefits of the development clearly outweigh any harm. Wherever possible, developments should include measures to enhance, restore and create special features of the landscape.

- l) Preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of ground, air, water, light or noise pollution or land instability. Wherever possible proposals should seek to improve ground, air and water quality.
  - m) Encouraging the reduction, reuse and recycling of waste, and the use of locally sourced materials.
2. Meet the challenge of climate change, flooding and coastal change through a variety of methods including:
- a. Directing development in accordance with Policies SD3 and SD4.
  - b. Delivering an effective and efficient sustainable transport network to deliver genuine alternatives to the private car.
  - c. Supporting sustainable water management within development proposals.
  - d. Directing new development towards areas of low flood risk (Flood Zone 1), ensuring flood risk is not increased elsewhere, and working with developers and partners to reduce flood risk.
  - e. Ensuring development takes into account the risks and opportunities associated with future changes to the climate and are adaptable to changing social, technological and economic conditions such as incorporating suitable and effective climate change adaptation principles.
  - f. Ensuring development minimises the effects of climate change and encourage new development to meet the highest feasible environmental standards.
  - g. Supporting and encouraging sensitive energy efficiency improvements to existing buildings.
  - h. Supporting proposals for renewable and low carbon energy schemes including the generation and supply of decentralised energy.
3. Conserve and enhance the historic environment through a variety of methods including:
- a. Celebrating, promoting and enabling access, where appropriate, to the historic environment.
  - b. Ensuring monitoring of the historic environment is regularly undertaken.
  - c. Intervening to enhance the historic environment especially where heritage assets are identified as being at risk.
  - d. Supporting proposals which positively respond to and enhance heritage assets.
  - e. Recognising the area's industrial heritage, including early history, railway and engineering heritage and the area's World War II contribution.

#### Strategic Development Strategy Policy 6 (SD6) - Transport and Infrastructure Strategy

1. To provide realistic alternatives to the private car, the Council will work with partners to deliver a sustainable transport network. This will be achieved through improvements to the public transport network, routes for pedestrians, cyclists and other users, and to local services, facilities and local amenities.
2. To ensure the road network is safe and there are reliable journey times, the Council will prioritise and deliver targeted improvements at key points on the local road network and work in conjunction with Highways England to deliver improvements at priority strategic locations on the strategic road network.
3. The Council will work with partners to deliver community infrastructure within the neighbourhoods they serve. Priority will be given to the provision of facilities that contribute towards sustainable communities, in particular the growing populations at Ingleby Barwick, Yarm, Eaglescliffe, Wynyard Sustainable Settlement and West Stockton Sustainable Urban Extension.
4. To ensure residents needs for community infrastructure are met, where the requirement is fully justified and necessary, the Council will support planning applications which:
  - a. Provide for the expansion and delivery of education and training facilities.
  - b. Provide and improve health facilities.
  - c. Provide opportunities to widen the Borough's cultural, sport, recreation and leisure offer.

5. Proposals will be encouraged where they provide for the expansion of communications networks, including telecommunications and high speed broadband; especially where this addresses gaps in coverage.

#### Strategic Development Strategy Policy 7 (SD7) - Infrastructure Delivery and Viability

1. The Council will ensure appropriate infrastructure is delivered when it is required so it can support new development. Where appropriate and through a range of means, the Council will seek to improve any deficiencies in the current level of infrastructure provision. The Council will also work together with other public sector organisations, within and beyond the Borough, to achieve funding for other necessary items of infrastructure.

2. New development will be required to contribute to infrastructure provision to meet the impact of that growth through the use of planning obligations and other means including the Community Infrastructure Levy (CIL). Planning obligations will be sought where:

- a. It is not possible to address unacceptable impacts through the use of a condition; and,
- b. The contributions are:
  - i Necessary to make the development acceptable in planning terms;
  - ii Directly related to the development; and
  - iii Fairly and reasonably related in scale and kind to the development.

3. Where the economic viability of a new development is such that it is not reasonably possible to make payments to fund all or part of the infrastructure required to support it, applicants will need to provide robust evidence of the viability of the proposal to demonstrate this. In these circumstances, the Council may:

- a. Enter negotiations with the applicant over a suitable contribution towards the infrastructure costs of the proposed development, whilst continuing to enable viable and sustainable development; and/or
- b. Consider alternative phasing, through the development period, of any contributions where to do so would sufficiently improve the economic viability of the scheme to enable payment.

#### Strategic Development Strategy Policy 8 (SD8) - Sustainable Design Principles

1. The Council will seek new development to be designed to the highest possible standard, taking into consideration the context of the surrounding area and the need to respond positively to the:

- a. Quality, character and sensitivity of the surrounding public realm, heritage assets, and nearby buildings, in particular at prominent junctions, main roads and town centre gateways;
- b. Landscape character of the area, including the contribution made by existing trees and landscaping;
- c. Need to protect and enhance ecological and green infrastructure networks and assets;
- d. Need to ensure that new development is appropriately laid out to ensure adequate separation between buildings and an attractive environment;
- e. Privacy and amenity of all existing and future occupants of land and buildings;
- f. Existing transport network and the need to provide safe and satisfactory access and parking for all modes of transport;
- g. Need to reinforce local distinctiveness and provide high quality and inclusive design solutions, and
- h. Need for all development to be designed inclusively to ensure that buildings and spaces are accessible for all, including people with disabilities.

2. New development should contribute positively to making places better for people. They should be inclusive and establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit.

3. All proposals will be designed with public safety and the desire to reduce crime in mind, incorporating, where appropriate, advice from the Health and Safety Executive, Secured by Design, or any other appropriate design standards.

4. New development will seek provision of adequate waste recycling, storage and collection facilities, which are appropriately sited and designed.

### Housing Policy 1 (H1) - Housing Commitments and Allocations

1. To deliver the housing requirement and to maintain a rolling five year supply of deliverable housing land, the Council have allocated sites identified within this policy. The majority of the new homes will be delivered through existing commitments (sites with planning permission identified within point 2) with the remainder of new homes being delivered through allocations at:  
c. West Stockton Sustainable Urban Extension.

The total number of dwellings set out in this policy is not the same as the housing requirement. This is because some commitments have already delivered a proportion of the dwelling numbers identified and some sites will likely deliver dwellings beyond the plan period, after 2032.

#### West Stockton Sustainable Urban Extension

6. Land is allocated and land reserved for the following number of dwellings at West Stockton Sustainable Urban Extension (SUE):

Site Location/Name	Area (ha)	Total Dwellings (approx)
a. West Stockton SUE 'Allocated Land'	115.2	2,150
b. West Stockton SUE 'Reserve Land'	19.6	400

7. Further policy regarding the West Stockton SUE is provided within Policy H2.

10. Indicative mapping identifying potential access arrangements as well as possible areas of open space and green infrastructure have been prepared for a selected range of allocations where additional guidance could benefit future delivery.

### Housing Policy 2 (H2) - West Stockton Sustainable Urban Extension

The West Stockton Sustainable Urban Extension covers approximately 135 ha of land and is allocated for the development of approximately 2,550 new homes.

Development will be guided by the Yarm Back Lane and Harrowgate Lane Masterplan, including the indicative Strategic Framework Plan, to provide:

1. Approximately 2,550 new homes (including 2,150 homes on allocated land and 400 homes on the 'reserve land').

2. A new primary school at the northern end of the Yarm Back Lane component of the SUE.

3. A community hub, comprising a shopping parade and community centre at the southern end of the Harrowgate Lane component of the SUE subject to the requirements of Policies SD6(3) and EG6(2).

4. Highway junction improvements at the following locations:

- a. Elton Interchange.
- b. Darlington Back Lane and Yarm Back Lane.
- c. Horse and Jockey Roundabout (Durham Road, Junction Road and Harrowgate Lane).
- d. Harrowgate Lane and Leam Lane.

5. A range of homes including affordable housing in accordance with Policy H4.

6. Green infrastructure and open space in accordance with ENV6.

7. A scheme with its own identity, informed by Design Codes for each Development Zone, detailing important design elements to ensure a consistent approach to quality standards.

8. A clearly defined street hierarchy and accessible, convenient and safe routes for pedestrians, cyclists and other users; this will include:

- a. Improved linkages to the existing settlement.
- b. Linkages to and enhancements of Castle Eden Walkway.
- c. The provision of routes for north-south movement within and along the western extent of the site.
- d. Improved connectivity along Harrowgate Lane.

9. A layout which facilitates delivery of the 'reserve land' allowing it to integrate into the wider street hierarchy, accessible routes and green infrastructure.

10. A scheme which avoids unacceptable harm to and maximises possible enhancements to the significance of heritage assets.

Each phase of development or proposals for each Development Zone as illustrated on Figure 14, must contribute equitably to the delivery of the SUE including all necessary services, facilities and planning obligations. On the allocated land, one planning application will be supported per Development Zone unless it can be demonstrated that shared infrastructure can be delivered by an alternative method that will not prejudice the delivery of the SUE.

11. All development proposals must be planned and implemented in a coordinated manner in accordance with an agreed phasing and delivery schedule for each phase or Development Zone which shall provide for:

- a. An equal distribution of the 2,150 new homes on the allocated land based on the land area of each application;
- b. Contributions towards shared infrastructure on a proportionate basis per new dwelling proposed; and
- c. Where it is necessary for individual applications to provide increased contributions to frontload the delivery of infrastructure, a mechanism to ensure that contributions are recouped from later phases of development to ensure each application has contributed proportionately to the delivery of the SUE.

12. Development proposals which come forward prior to, or without an agreed phasing and delivery schedule for each phase or Development Zone will be refused.

13. Until significant improvements have been made to Elton Interchange (above those identified in point 4 above):

- a. no residential development will be permitted on the 'reserve land'; and
- b. the number of new homes on allocated land will be restricted to 2,150 unless it can be demonstrated in highway terms that additional homes can be provided without prejudicing the ability for the wider allocated land to deliver homes in accordance with the equal distribution detailed within point 11(a) of this policy.

14. Any proposals for residential development on the 'reserve land', or additional dwellings on the allocated land, must accord with other Local Plan Policies and demonstrate that the development can be accommodated without prejudicing the safe and efficient operation of the highway network or the equitable delivery of the SUE.

#### Housing Policy 4 (H4) - Meeting Housing Needs

1. Sustainable residential communities will be created by requiring developers to provide a mix and balance of good quality housing of appropriate sizes, types and tenures which reflects local needs and demand, having regard to the Strategic Housing Market Assessment, its successor documents or appropriate supporting documents.

2. Support will be given to higher density development within areas with a particularly high level of public transport accessibility. Elsewhere housing densities will be considered in the context of the surrounding area in accordance with Policy SD8.

3. The Council require 20% of new homes to be affordable on schemes of more than 10 dwellings or with a combined gross floorspace of above 1000sqm.

4. Where an applicant considers that the provision of affordable housing in accordance with the requirements of this policy would make the scheme unviable, they must submit a full detailed viability assessment to demonstrate the maximum level of affordable housing that could be delivered on the site. The applicant will be expected to deliver the maximum level of affordable housing achievable.

5. Affordable housing will normally be provided on-site as part of, and integrated within housing development to help deliver balanced communities. This provision should be distributed across sites in small clusters of dwellings. Off-site affordable housing or a commuted sum will only be acceptable where:

- a. All options for securing on-site provision of affordable housing have been explored and exhausted; or
- b. The proposal is for exclusively executive housing, where off-site provision would have wider sustainability benefits and contribute towards the creation of sustainable, inclusive and mixed communities; or

- c. The proposal involves a conversion of a building which is not able to accommodate units of the size and type required; or
  - d. Any other circumstances where off-site provision is more appropriate than on-site provision.
6. Where off-site affordable housing or a commuted sum is considered acceptable, the amount will be equivalent in value to that which would have been viable if the provision was made onsite and calculated with regard to the Affordable Housing Supplementary Planning Document 8 or any successor.
9. To ensure that homes provide quality living environments for residents both now and in the future and to help deliver sustainable communities, from the 1st April 2019 the following Optional Standards will apply, subject to consideration of site suitability, the feasibility of meeting the standards (taking into account the size, location and type of dwellings proposed) and site viability:
- a. 50% of new homes to meet Building Regulation M4 (2) "Category 2 - accessible and adaptable dwellings".
  - b. 8% of new dwellings to meet Building Regulation M4(3) "Category 3 - Wheelchair User Dwellings". Where the local authority is responsible for allocating or nominating a person to live in that dwelling, homes should meet building regulation M4 (3) (2) (b). When providing for wheelchair user housing, early discussion with the Council is required to obtain the most up-to-date information on specific need in the local area.

#### Transport and Infrastructure Policy 1 (TI1) - Transport Infrastructure Delivering A Sustainable Transport Network

1. To support economic growth and provide realistic alternatives to the private car, the Council will work with partners to deliver an accessible and sustainable transport network. This will be achieved through improvements to the public transport network and routes for pedestrians, cyclists and other users.
2. A comprehensive, integrated and efficient public transport network will be delivered by:
- a. Retaining essential infrastructure that will facilitate sustainable passenger movements by bus, rail and water;
  - b. Supporting proposals for the provision of infrastructure which will improve the operation, punctuality and reliability of public transport services;
  - c. Improving public transport interchanges to allow integration between different modes of transport;
  - d. Working with public transport operators to maintain and enhance provision wherever possible;
  - e. Working with partners to promote the provision of accessible transport options for persons with reduced mobility; and
3. Accessible, convenient, and safe routes for pedestrians, cyclists and other users will be delivered by:
- a. Improving, extending and linking the Borough's strategic and local network of footpaths, bridleways and cycleways; and
  - b. Improving the public realm and implementing streetscape improvements to ensure they provide a safe and inviting environment.
4. Sites and routes which will play a role in developing infrastructure to widen transport choice will be safeguarded from development which would impact negatively on their delivery or attractiveness to potential users; routes include:
- c. Cycleway/footway to the north of Mill Lane, Long Newton;
  - d. Cycleway/footway from Elton Interchange to Durham Lane Industrial Estate;

#### Highways Infrastructure

6. To support economic growth, it is essential that the road network is safe and that journey times are reliable. The Council will seek to provide an efficient and extensive transport network which enables services and facilities to be accessible to all, accommodate the efficient delivery of goods and supplies, whilst also minimising congestion and the environmental impact of transport.

7. Targeted improvements will be delivered at the following priority locations (routes are safeguarded where identified):

a. Strategic road network:

- i. A66 (including A66 Elton Interchange);
- ii. A19 Widening Norton to A689 (route safeguarded);
- iii. A19/A689 Interchange; and
- iv. A19/A67 Interchange (Crathorne).

b. Local road network:

- i. Junctions associated with the West Stockton Sustainable Urban Extension;
  1. Darlington Back Lane and Yarm Back Lane junction.
  2. Horse and Jockey Roundabout (Durham Road, Junction Road and Harrowgate Lane).

3. Harrowgate Lane and Leam Lane.

- ii. Junction of A1027, Junction Road and Norton High Street, Stockton; and
- iii. Junction of Durham Road, A1027 and Bishopton Avenue, Stockton.
- iv. A689 at Wynyard:

8. The Council and its partners will support the development of the Key Route Network which through continual assessment of the strategic and local road network, will help identify and ensure appropriate improvements are delivered.

#### New Development

10. Existing sustainable transport and public transport infrastructure will be protected from development which would impair its function or attractiveness to users.

11. To assist consideration of transport impacts, improve accessibility and safety for all modes of travel associated with development proposals, the Council will require, as appropriate, a Transport Statement or Transport Assessment and a Travel Plan.

12. The Council and its partners will seek to ensure that all new development, where appropriate, which generate significant movements are located where the need to travel can be minimised, where practical gives priority to pedestrian and cycle movements, provides access to high quality public transport facilities and offers prospective residents and/or users with genuine sustainable transport options. This will be achieved by seeking to ensure that:

- a. Transport choices are widened and the use of sustainable transport modes are maximised. New developments provide access to existing sustainable and public transport networks and hubs. Where appropriate, networks are extended and new hubs created. When considering how best to serve new developments, measures make best use of capacity on existing bus services before proposing new services and consideration is given to increasing the frequency of existing services or providing feeder services within the main network.
- b. Suitable access is provided for all people, including those with disabilities, to all modes of transport.
- c. Sufficient accessible, and convenient operational and non-operational parking for vehicles and cycles is provided, and where practicable, incorporates facilities for charging plug-in and other ultra-low emission vehicles. Any new or revised parking provision is of sufficient size and of a layout to facilitate it's safe and efficient operation.
- d. Appropriate infrastructure is provided which supports Travel Demand Management to reduce travel by the private car and incentivises the use of sustainable transport options.
- e. New development incorporates safe and secure layouts which minimises conflict between traffic, cyclists or pedestrians.

13. The Council's approach to transport infrastructure provision is set out in Policy SD7.

#### Transport and Infrastructure Policy 2 (T12) - Community Infrastructure

1. There is a need to ensure that community infrastructure is delivered and protected to meet the needs of the growing population within the Borough. To ensure community infrastructure meets the education, cultural, social, leisure/recreation and health needs of all sections of the local community, the Council will:

- a. Protect, maintain and improve existing community infrastructure where appropriate and practicable;
  - b. Work with partners to ensure existing deficiencies are addressed; and
  - c. Require the provision of new community infrastructure alongside new development in accordance with Policy SD7.
4. To ensure needs for community infrastructure are met, the Council will:
- a. Support opportunities to widen the cultural, sport, recreation and leisure offer;
  - b. Support proposals of education, training and health care providers to meet the needs of communities;
  - c. Encourage the multi-purpose use of facilities to provide a range of services and facilities within one accessible location;
5. Community Infrastructure is to be delivered alongside residential development at the West Stockton Sustainable Urban Extension and Wynyard Sustainable Settlement in accordance with Policies H2 and H3 to ensure the creation of sustainable communities.

#### Transport and Infrastructure Policy 3 (TI3) - Communications Infrastructure

1. The Council supports the expansion of communications networks, including telecommunications and high speed broadband; especially where this addresses gaps in coverage.
4. When considering applications for telecommunications development, the Council will have regard to the operational requirements of communications networks and the technical limitations of the technology.
7. Developers should demonstrate how proposals for new homes, employment or main town centre uses will contribute to and be compatible with local fibre and internet connectivity.
8. Taking into consideration viability, the Council require developers of new homes, employment or main town centre uses to deliver, as a minimum, on-site infrastructure including open access ducting to industry standards, to enable new premises and homes to be directly served by local fibre and internet connectivity. This on-site infrastructure should be provided from homes and premises to the public highway or other location justified as part of the planning application. Where possible, viable and desirable, the provision of additional ducting will be supported where it allows the expansion of the network.

#### Natural, Built and Historic Environment Policy 1 (ENV1) - Energy Efficiency

1. The Council will encourage all development to minimise the effects of climate change through meeting the highest possible environmental standards during construction and occupation.  
The Council will:
  - a. Promote zero carbon development and require all development to reduce carbon dioxide emissions by following the steps in the energy hierarchy, in the following sequence:
    - i. Energy reduction through 'smart' heating and lighting, behavioural changes, and use of passive design measures; then,
    - ii. Energy efficiency through better insulation and efficient appliances; then,
    - iii. Renewable energy of heat and electricity from solar, wind, biomass, hydro and geothermal sources; then
    - iv. Low carbon energy including the use of heat pumps, Combined Heat and Power and Combined Cooling Heat and Power systems; then
    - v. Conventional energy.
  - b. Require all major development to demonstrate how they contribute to the greenhouse gas emissions reduction targets set out in Stockton-on-Tees' Climate Change Strategy 2016; and
  - c. Support and encourage sensitive energy efficiency improvements to existing buildings.
2. Proposals are encouraged where development:
  - a. Incorporates passive design measures to improve the efficiency of heating, cooling and ventilation; and

- b. Includes design measures to minimise the reliance on artificial lighting through siting, design, layout and building orientation that maximises sunlight and daylight, passive ventilation and avoids overshadowing.

Domestic

3. All developments of ten dwellings or more, or of 1,000 sq m and above of gross floor space, will be required to:
  - a. Submit an energy statement identifying the predicted energy consumption and associated CO<sub>2</sub> emissions of the development and demonstrating how the energy hierarchy has been applied to make the fullest contribution to greenhouse gas emissions reduction; and
  - b. Achieve a 10% reduction in CO<sub>2</sub> emissions over and above current building regulations. Where this is not achieved, development will be required to provide at least 10% of the total predicted energy requirements of the development from renewable energy sources, either on site or in the locality of the development.

Non domestic

4. All new non-residential developments up to and including 499 sq m of gross floor space will be completed to a Building Research Establishment Environmental Assessment Method (BREEAM) minimum rating of 'very good' (or any future national equivalent).
5. All new non-residential developments of 500 sq m and above of gross floor space will be required to:
  - a. Submit an energy statement demonstrating how the energy hierarchy has been applied to make the fullest contribution to CO<sub>2</sub> reduction; and
  - b. Be completed to a Building Research Establishment Environmental Assessment Method (BREEAM) minimum rating of 'very good' (or any future national equivalent).

Natural, Built and Historic Environment Policy 2 (ENV2) - Renewable and Low Carbon Energy Generation

1. Development proposals will be supported where renewable energy measures are considered from the outset, including incorporating small-scale renewable and low carbon energy generation into the design of new developments where appropriate, feasible and viable, and where there would be no unacceptable adverse effects on landscape, ecology, heritage assets and amenity. The Council encourages and supports:
  - a. The local production of energy from renewable and low carbon sources to help to reduce carbon emissions and contribute towards the achievement of renewable energy targets; and
  - b. Community energy schemes that reduce, manage and generate energy to bring benefits to the local community.

Natural, Built and Historic Environment Policy 3 (ENV3) - Decentralised Energy Generation and Supply

1. The Council will promote and support decentralised energy such as District Heat and Power Networks by:
  - a. Working with local partner organisations and developers to implement decentralised energy networks in Stockton-on-Tees Borough in line with the District Energy Masterplan;
  - b. Requiring any developments with the potential to produce waste heat (such as power generation, energy from waste or chemical processing) to be CHP ready so that heat can be supplied into new or existing networks;
  - c. Identifying and safeguarding potential network routes; and
  - d. Requiring all major developments to assess the feasibility of connecting to an existing decentralised energy network, or where this is not possible, assess the feasibility of establishing a new network or future proofing energy infrastructure to make future connection feasible.

2. The Council will require all major development to investigate the use of decentralised energy networks for heat and power as part of the feasibility assessment and energy statement.

#### Natural, Built and Historic Environment Policy 4 (ENV4) - Reducing and Mitigating Flood Risk

1. All new development will be directed towards areas of the lowest flood risk to minimise the risk of flooding from all sources, and will mitigate any such risk through design and implementing sustainable drainage (SuDS) principles.

2. Development on land in Flood Zones 2 or 3 will only be permitted following:

a. The successful completion of the Sequential and Exception Tests (where required); and

b. A site specific flood risk assessment, demonstrating development will be safe over the lifetime of the development, including access and egress, without increasing flood risk elsewhere and where possible reducing flood risk overall.

3. Site specific flood risk assessments will be required in accordance with national policy.

4. All development proposals will be designed to ensure that:

a. Opportunities are taken to mitigate the risk of flooding elsewhere;

b. Foul and surface water flows are separated;

c. Appropriate surface water drainage mitigation measures are incorporated and Sustainable Drainage Systems (SuDS) are prioritised; and

d. SuDS have regard to Tees Valley Authorities Local Standards for Sustainable Drainage (2015) or successor document.

5. Surface water run-off should be managed at source wherever possible and disposed of in the following hierarchy of preference sequence:

a. To an infiltration or soak away system; then,

b. To a watercourse open or closed; then,

c. To a sewer.

6. Disposal to combined sewers should be the last resort once all other methods have been explored.

7. For developments which were previously developed, the peak runoff rate from the development to any drain, sewer or surface water body for the 1-in-1 year rainfall event and the 1-in-100 year rainfall event should be as close as reasonably practicable to the greenfield runoff rate from the development for the same rainfall event, but should never exceed the rate of discharge from the development prior to redevelopment for that event. For greenfield developments, the peak runoff rate from the development to any highway drain, sewer or surface water body for the 1-in-1 year rainfall event and the 1-in-100 year rainfall event should never exceed the peak greenfield runoff rate for the same event.

9. Sustainable Drainage Systems (SuDS) should be provided on major development (residential development comprising 10 dwellings or more and other equivalent commercial development) unless demonstrated to be inappropriate. The incorporation of SuDS should be integral to the design process and be integrated with green infrastructure. Where SuDS are provided, arrangements must be put in place for their whole life management and maintenance.

10. Through partnership working the Council will work to achieve the goals of the Stockton-on-Tees Local Flood Risk Management Strategy and the Northumbria Catchment Flood Management Plan. This will include the implementation of schemes to reduce the risk of flooding to existing properties and infrastructure. Proposals which seek to mitigate flooding, create natural flood plains or seek to enhance and/or expand flood plains in appropriate locations will be permitted.

#### Natural, Built and Historic Environment Policy 5 (ENV) - Preserve, Protect and Enhance Ecological Networks, Biodiversity and Geodiversity

1. The Council will protect and enhance the biodiversity and geological resources within the Borough. Development proposals will be supported where they enhance nature conservation and management, preserve the character of the natural environment and maximise opportunities

for biodiversity and geological conservation particularly in or adjacent to Biodiversity Opportunity Areas in the River Tees Corridor, Teesmouth and Central Farmland Landscape Areas.

2. The Council will preserve, restore and re-create priority habitats alongside the protection and recovery of priority species.

3. Ecological networks and wildlife corridors will be protected, enhanced and extended. A principal aim will be to link sites of biodiversity importance by avoiding or repairing the fragmentation and isolation of natural habitats.

5. Development proposals should seek to achieve net gains in biodiversity wherever possible. It will be important for biodiversity and geodiversity to be considered at an early stage in the design process so that harm can be avoided and wherever possible enhancement achieved (this will be of particular importance in the redevelopment of previously developed land where areas of biodiversity should be retained and recreated alongside any remediation of any identified contamination). Detrimental impacts of development on biodiversity and geodiversity, whether individual or cumulative should be avoided. Where this is not possible, mitigation and lastly compensation, must be provided as appropriate. The Council will consider the potential for a strategic approach to biodiversity offsetting in conjunction with the Tees Valley Local Nature Partnership and in line with the above hierarchy.

6. When proposing habitat creation it will be important to consider existing habitats and species as well as opportunities identified in the relevant Biodiversity Opportunity Areas. This will assist in ensuring proposals accord with the 'landscape scale' approach and support ecological networks.

7. Existing trees, woodlands and hedgerows which are important to the character and appearance of the local area or are of nature conservation value will be protected wherever possible. Where loss is unavoidable, replacement of appropriate scale and species will be sought on site, where practicable.

#### Natural, Built and Historic Environment Policy 6 (ENV6) - Green Infrastructure, Open Space, Green Wedges and Agricultural Land

1. Through partnership working, the Council will protect and support the enhancement, creation and management of all green infrastructure to improve its quality, value, multi-functionality and accessibility in accordance with the Stockton-on-Tees Green Infrastructure Strategy and Delivery Plan.

2. Where appropriate, development proposals will be required to make contributions towards green infrastructure having regard to standards and guidance provided within the Open Space, Recreation and Landscaping SPD or any successor. Green infrastructure should be integrated, where practicable, into new developments. This includes new hard and soft landscaping, and other types of green infrastructure. Proposals should illustrate how the proposed development will be satisfactorily integrated into the surrounding area in a manner appropriate to the surrounding townscape and landscape setting and enhances the wider green infrastructure network.

3. The Council will protect and enhance open space throughout the Borough to meet community needs and enable healthy lifestyles. The loss of open space as shown on the Policies Map, and any amenity open space, will not be supported unless:

- a. it has been demonstrated to be surplus to requirements; or
- b. the loss would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
- c. the proposal is for another sports or recreational provision, the needs for which, clearly outweigh the loss; or
- d. the proposal is ancillary to the use of the open space; and
- e. in all cases there would be no significant harm to the character and appearance of the area or nature conservation interests.

5. Development proposals will be expected to demonstrate that they avoid the 'best and most versatile' agricultural land unless the benefits of the proposal outweigh the need to protect such land for agricultural purposes. Where significant development of agricultural land is

demonstrated to be necessary, proposals will be expected to demonstrate that they have sought to use areas of lower quality land in preference to that of a higher quality.

#### Natural, Built and Historic Environment Policy 7 (ENV7) - Ground, Air, Water, Noise and Light Pollution

1. All development proposals that may cause groundwater, surface water, air (including odour), noise or light pollution either individually or cumulatively will be required to incorporate measures as appropriate to prevent or reduce their pollution so as not to cause unacceptable impacts on the living conditions of all existing and potential future occupants of land and buildings, the character and appearance of the surrounding area and the environment.

2. Development that may be sensitive to existing or potentially polluting sources will not be sited in proximity to such sources. Potentially polluting development will not be sited near to sensitive developments or areas unless satisfactory mitigation measures can be demonstrated.

3. Where development has the potential to lead to significant pollution either individually or cumulatively, proposals should be accompanied by a full and detailed assessment of the likely impacts. Development will not be permitted when it is considered that unacceptable effects will be imposed on human health, or the environment, taking into account the cumulative effects of other proposed or existing sources of pollution in the vicinity. Development will only be approved where suitable mitigation can be achieved that would bring pollution within acceptable levels.

4. Where future users or occupiers of a development would be affected by contamination or stability issues, or where contamination may present a risk to the water environment, proposals must demonstrate via site investigation/assessment that:

- a. Any issues will be satisfactorily addressed by appropriate mitigation measures to ensure that the site is suitable for the proposed use, and does not result in unacceptable risks which would adversely impact upon human health and the environment; and
- b. Demonstrate that development will not cause the site or the surrounding environment to become contaminated and/or unstable.

5. Groundwater and surface water quality will be improved in line with the requirements of the European Water Framework Directive and its associated legislation and the Northumbria River Basin Management Plan. Development that would adversely affect the quality or quantity of surface or groundwater, flow of groundwater or ability to abstract water will not be permitted unless it can be demonstrated that no significant adverse impact would occur or mitigation can be put in place to minimise this impact within acceptable levels.

6. To improve the quality of the water environment the Council will:

- a. Support ecological improvements along riparian corridors including the retention and creation of river frontage habitats;
- b. Avoid net loss of sensitive inter-tidal or sub-tidal habitats and support the creation of new habitats; and
- c. Protect natural water bodies from modification, and support the improvement and naturalisation of heavily modified water bodies (including de-culverting and the removal of barriers to fish migration).

#### Historic Environment Policy 2 (HE2) - Conserving and Enhancing Stockton's Heritage Assets

1. In order to promote and enhance local distinctiveness, the Council will support proposals which positively respond to and enhance heritage assets.

2. Where development has the potential to affect heritage asset(s) the Council require applicants to undertake an assessment that describes the significance of the asset(s) affected, including any contribution made by their setting. Appropriate desk-based assessment and, where necessary, field evaluation will also be required where development on a site which includes or has the potential to include heritage assets with archaeological interest. Applicants are required to detail how the proposal has been informed by assessments undertaken.

3. Development proposals should conserve and enhance heritage assets, including their setting, in a manner appropriate to their significance. Where development will lead to harm to or loss of significance of a designated or non-designated heritage asset the proposal will be considered in

accordance with Policy SD8, other relevant Development Plan policies and prevailing national planning policy.

4. The loss of a heritage asset, in whole or part, will not be permitted unless the Council are satisfied that reasonable steps to ensure new development will proceed after loss has occurred.

5. Where the significance of a heritage asset is lost (wholly or in part) the Council will require developers to record and advance the understanding of the significance of the heritage asset in a manner proportionate to the importance of the asset and impact of the proposal. Recording will be required before development commences.

6. The following are designated heritage assets:

a. Scheduled Monuments - Castle Hill; St. Thomas a Becket's Church, Grindon; Barwick Medieval Village; Round Hill Castle Mound and Bailey; Larberry Pastures Settlement Site; Newsham Deserted Medieval Village; Stockton Market Cross and Yarm Bridge

b. Registered Parks and Gardens - Ropner Park and Wynyard Park

c. Conservation Areas - Billingham Green; Bute Street; Cowpen Bewley; Eaglescliffe with Preston; Egglecliffe, Hartburn; Norton; Stockton Town Centre; Thornaby Green; Wolviston and Yarm

d. Listed Buildings

10. Non-designated heritage assets of archaeological interest that are demonstrably of equivalent significance to scheduled monuments, should be considered subject to policies for designated heritage assets.

11. Where archaeological remains survive, whether designated or not, there will be a presumption in favour of their preservation in-situ. The more significant the remains, the greater the presumption will be in favour of this. The necessity for preservation in-situ will result from desk-based assessment and, where necessary, field evaluation. Where in-situ preservation is not essential or feasible, a programme of archaeological works aimed at achieving preservation by record will be required.

12. Any reports prepared as part of a development scheme will be submitted for inclusion on the Historic Environment Record.

## Supplementary Planning Document 1: Sustainable Design Guide

### 4.7 Character and Design

4.7.4 New dwellings should be designed with significant attention given to proportions, materials and detailing, in order to provide architectural quality and to respect existing character. Porches, recessed garages, bay windows and other simple details can add a third dimension to otherwise flat-fronted dwellings, and chimneys may also be used to articulate rooflines. Such details will add architectural interest, however, form should follow function and they should not be used where they will serve little or no purpose other than aesthetic.

4.7.6 Particular consideration should be paid to the design of buildings in corner locations. These properties will be prominent within the development and can aid navigation through the site. They can also provide greater security by having windows that face in different directions and by preventing gable walls from facing the street.

### 4.8 Privacy and Amenity

4.8.2 The Council will normally expect a minimum of 21 metres separation to be provided between the main habitable room windows on facing residential properties. Where main habitable room windows will face windows of secondary rooms, such as bathrooms and hallways, or a blank gable, there should normally be a gap of at least 11 metres between the two properties. However, it is advisable to seek pre application advice, should a development involve this relationship, as the required separation distance will depend upon individual circumstances and may need to be increased.

The following supplementary planning documents are also relevant to this report:

Yarm Back Lane and Harrowgate Lane Masterplan 2015

- SPD2 – Open Space, Recreation and Landscaping
- SPD3 – Parking Provision for Developments
- SPD6 – Planning Obligations
- SPD8 – Affordable Housing

## **MATERIAL PLANNING CONSIDERATIONS**

26. The main considerations of this application relate to the principle of development, impact on the highway network, appearance, landscaping, layout and scale and its relationship to existing development, ecology, flood risk, impact on heritage assets and whether it satisfies the wider requirements of the Development Plan Policies.

### **Principle of development**

27. The National Planning Policy Framework (2019) is clear in the purpose of the planning system, which is to contribute to the achievement of sustainable development. Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways. These are economic social and environmental objectives.
28. The Site is identified in the Stockton-on-Tees Local Plan as part of the West Stockton Strategic Urban Extension (SUE) set out in detail in policies H1 and H2 of the Local Plan. The whole of the west Stockton SUE is identified in policy H2 to provide 2,550 new homes including 2,150 homes on allocated land within the Local Plan and an additional 400 homes on reserve land. Specifically, policy H2. 2 identifies that the northern end of the Yarm Back Lane component of the SUE is identified for a primary school.
29. The proposal for the school is currently in outline with all matters reserved. As the need for a primary school and its general location within the SUE is identified in the masterplan and within policy H2 of the local plan it is considered that the principle of a new primary school in this location is acceptable, sustainably located to serve the resident population with good transport and pedestrian linkages.
30. Notwithstanding the inclusion of the primary school within the application, as outlined within the Masterplan there is a need to fund the school and to ensure land is secured for it to be built. Consequently, as part of the planning obligations (S.106) for this application the developer is offering land for the primary school to be built and also a contribution in line with the proportionate share of the masterplan. The principle of the development is therefore considered to accord with the aims of the development plan and West Stockton Masterplan.
31. In achieving a housing allocation within the Local Plan, the principle of housing development in this location has been accepted. The proposed application for housing development on the site is consistent with the aims of the Local Plan and its overall acceptability is therefore subject to those material planning considerations identified within the report below;

### **Housing delivery / 5 year supply**

32. As set out in policies H1 and H2 the wider SUE forms a significant proportion of the Councils identified 5 year housing supply, with the allocated land at the West Stockton SUE totalling 2,150 new homes out of the total housing requirement of 10,150 homes across the Local Plan period. Along with housing delivery at Wynyrd, the SUE is therefore one of the key strategic sites for housing delivery under the current local plan and is one which remains highly important to maintaining a five-year supply of housing land.

33. This application proposes to deliver almost half of the entire West Stockton SUE and would consequently bring benefits in meeting the targets set out for the SUE, the councils identified 5 year housing supply as well as the provision of affordable housing within the site.

#### **Affordable housing**

34. Policy H4 sets out the councils approach to affordable housing with the councils requirement to provide 20% of new homes to be affordable on sites of this scale and the presumption that affordable housing will be provided on site as part of an integrated within housing development to deliver balanced communities and this provision should be distributed across sites in small clusters of dwellings.
35. The applicant is proposing to provide 12.4% affordable housing in a 70/30 tenure split and this would be secured via the s106 agreement with further details to be provided in an affordable housing statement. The reduction in Affordable Housing percentage (from 20%) is due to the overall viability of the scheme which has been demonstrated by the developer. To ensure that a successful place with all relevant infrastructure is provided, priority has been given to the delivery of the required infrastructure and hence the agree reduction which will still deliver 120 affordable housing units across the development.
36. No objection has been received from the Councils Strategic Housing Manager.

#### **Education provision.**

37. The increase in housing numbers associated with both the Yarm Back Lane and Harrowgate Lane developments, means there is a requirement for the whole scheme to deliver an on-site educational facility. This would take the form of a two form entry primary school which has the potential to increase to three form should the need arise as detailed in policy H2. In accordance with the Yarm Back Lane and Harrowgate Lane Masterplan, and as set out above, the applicants have identified 2.76 hectares of land to the north of the site for use as a primary school as part of this application, additionally they will provide a financial contribution towards the delivery of that school based on their proportionate share as required by the Yarm Back Lane and Harrowgate Lane Masterplan.
38. Whilst only the principle of development for the school is sought as part of this application, it is expected that the school will be served from the northern most access point into the housing development with a drop off pick up arrangement to be agreed at a later date upon submission of the final reserved matters details. The school is an important element of the overall site wide infrastructure requirements and the safeguarded land is crucial to make the development acceptable in planning terms.
39. It is considered that the site characteristics are such that they can suitably accommodate a school of the size and form required. As only outline consent is sought at this stage all details associated with the provision of the school would be subject to full detailed conditions which would form part of a subsequent submission and section 106 to secure the provision of the land.
40. Following a review of the current capacity within secondary school, it is at this present time considered that there is no need for additional secondary school places and therefore a contribution in line with the Council's standard methodology, cannot be justified under the CIL regulations at this time. This position will be reviewed as future phases of the SUE come forward.

#### **Other benefits of the proposed development**

##### *Housing Infrastructure Fund;*

41. As Members will be aware the Council were successful in securing government funding through the Housing Infrastructure Fund (HIF), in which one of its aims is to support marginal viability in

housing schemes. In this instance that money is to be used to facilitate improvements at the Elton/A66 interchange. Those improvements will not only address the existing capacity issues but create additional capacity to support the entire housing allocation.

42. This development will contribute to

*Council Tax;*

43. Such financial benefit is also a material planning consideration which weighs in favour of the proposed development.

*Employment/economic benefits;*

44. In addition and as with all significant housing schemes they offer significant benefits through job creation and within the supply chain during the construction period. Within the Heads of Terms, provision is made to secure the local labour agreement which would see to employ 10% of staff and the supply of materials from the local area.

### **Highway considerations**

45. As part of the evidence base for the Local Plan, to demonstrate the deliverability of, and justify the housing allocation for the West Stockton SUE, highway modelling was undertaken to ensure that alongside a number of highway improvements the full allocation of 2,150 homes could be accommodated on the highway network. The proposed development includes a number of those highway improvements most notably the proposed works to the Elton interchange required to facilitate not only the development of this site but the wider SUE.

46. Notwithstanding that, the highway impacts of this development, including the additional units sought over and above the proportionate share for this site allocated within the Master Plan, are considered in full in the submitted Transport Assessment (TA) which includes the results from further modelling.

47. Paragraph 109 of the NPPF is clear that *development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.*

48. The TA has been considered by the Highways, Transport and Designer Manager and Highways England who have both raised no objections to the proposed development subject to the imposition of conditions and the applicants agreeing the requirements of the s106 Agreement. It is therefore not considered that the proposed development would result in an unacceptable impact on highway safety or cumulatively have a severe impact on the road network as to sustain a reason for refusal.

49. Alongside the Tees Valley Local Access Forum a few objectors have raised concerns over the existing cycle network, as well as how the site cycleways will be integrated through the development and the sustainability of the development with regards to bus routes.

50. Notwithstanding the updated National Guidance, which was published following receipt of the validation of this application, the development is considered against the Council's existing adopted design guide and subject to the applicants agreeing to the S106 Agreement there is no objection to the proposed treatment of cycleways.

51. The transport strategy proposes that the through utilising the pedestrian links to Surbiton Road the majority of the Site would be within 400m of a bus stop. Whilst no improvements to the existing bus provision has been made, as with the whole of the SUE the developer will be required to provide a proportionate contribution towards Public Transport Improvements. This would be secured through the S106.

**Site characteristics, design and amenity impacts**

52. The National Planning Policy Framework para. 127 requires that developments should not only maintain a strong sense of place but should improve the quality of the area. Developments should also be visually attractive as a result of good architecture, layout and appropriate and effective landscaping. Additionally, the Yarm Back Lane and Harrogate Lane masterplan sets out overarching principles for the site which have emerged through the process of developing the strategic framework plan and a number of design objectives, including a list of fixes and flexes in which development coming forward is expected to factor into the overall design approach.
53. Although the scheme is submitted jointly by two separate housebuilders. The design of the site ensures that there is a transition between the sites to create a sense of place through a unified design code, which has been submitted in support of the application.
54. The proposed housing layout incorporates a mix of house types using a palette of materials to assist the definition of building groups within the development and add variety and interest to the streetscape. The dwellings themselves consist of a range of house types including affordable housing to offer a variety of choice to future occupiers. The general layout is designed to afford natural surveillance to areas of open space and play areas to create a safe and accessible development that is suitable for all.
55. The proposed layout has been designed to minimise overlooking and it is considered that the proposals are satisfactory in the relationship to existing residential properties around the periphery of the site. The development therefore has no significant impacts on those properties with regards to overlooking, loss of light or being overbearing. It is also recognised that some of the residential properties towards the east of the site have been subject to various works of extension and in certain instances have low boundary treatments. Additionally, there are a number of bungalows situated at Coombe Way. The impacts on each property have been considered in detail on site by the case officers and it is considered that in each instance the relationship and separation distances between the new dwellings is appropriate taking into consideration siting, orientation, the existing principal windows and the scale, siting, orientation and windows proposed on the intended properties. This impact is not judged to be unduly harmful in respect of overlooking, privacy amenity or overbearing. A suitable condition in respect of finished site levels, boundary screening and removal of permitted development rights would further ensure the impact on these residential properties as a result of the development are suitably mitigated and controlled for the life of the development.
56. In terms of the internal relationships between proposed properties, the layout and spacing of properties within the site is such that suitable privacy and amenity between properties can be achieved to ensure an appropriate level of amenity for future residents. Where separation distances are not met (in some limited cases) this impact is considered to be acceptable taking into consideration the scale, siting, orientation and windows proposed on the intended properties. Conditions in respect of levels, finishing materials and detailed design of the open spaces and feature squares can be applied to any forthcoming approval.
57. To ensure the amenity of future occupiers are safeguarded and in the interest of ensuring retention of the landscaping and boundary treatments, condition are recommended to remove permitted development rights for alterations/extensions to the dwelling houses are removed as well as permitted development rights for the erection of boundary treatments.
58. In respect of the school site it is considered that the site is of a scale and form that can suitably accommodate the proposed school requirements of a 2/3 form entry school with associated playing pitches, car parking and landscaping. As all matters are reserved at this stage suitable conditions in respect of exact siting, scale and design would be subject to a future reserved matters application.

### **Landscaping**

59. At present, the site comprises a number of arable fields on the western fringes of Stockton, the site boundary is marked by established mature hedgerows, and there are two unnamed watercourses which cross the site from west to east.
60. A landscape and visual impact assessment accompanies the application to consider the general impact of the proposal on the existing landscape character. This concludes that the impacts on landscape character at completion will not result on significant harm with there being some benefits on maturity of the landscaping. Furthermore, this is an allocated housing site and It is considered that the general impact on landscape character are therefore acceptable subject to suitable conditions to control the detail of the development.
61. The submitted landscaping plans are considered too broadly align with the principles of the Masterplan however it is considered that a greater variety to the proposed public open space could be achieved over and above that proposed. Notwithstanding the noted discrepancies between plans, it is considered that suitably worded conditions could be imposed to secure final details of an acceptable landscaping scheme throughout the street hierarchy and within the Public Open Spaces.
62. Further conditions are also sought to the protection of trees and hedges landscaping hard works, enclosures, ground levels, maintenance, and treatment of the SuDS. Such conditions are not only essential to safeguard the visual appearance of the development but also integrates into other aspects of the development such as ecology, biodiversity gains, neighbour amenity and drainage.
63. At present there is no information regarding landscaping for the school site, however, it is of a size which is considered to be able to satisfactorily accommodate all future landscaping requirements and ultimately the landscaping aspects will fall to a future reserved matters application for consideration.

### **Play/sports provision**

64. The site, in line with Stockton Councils recognised approach, is not seeking to incorporate any on site sports provision, but will be making a financial contribution to existing off site sports facilities. Sports England objection is noted however following further discussions with Sports England they have accepted the principle of the financial contribution as set out within the above Heads of Terms.
65. The application proposes within the defined public open space two areas for play provision. Whilst discussions have taken place with the developer over the nature of these no detailed scheme has been received. It is therefore proposed that the details of the play provision are secure by condition for future approval.

### **Heritage assets/Archaeology**

66. Within and adjacent to the SUE are a number of heritage assets including the Grade II listed Grassy Nook Farm, a World War II Pillbox and the Castle Eden Walkway. There are opportunities to support the interpretation of the World War II Pillbox and the historical railway significance of the Castle Eden Walkway through the wider proposals at the SUE. Within the southern part of the SUE the application site there are no above ground heritage assets that are directly impacted by the proposals due to intervening distances in place.
67. With regards to archaeology, a programme of trial trenching and exploratory work has taken place to consider the implications on any archaeological remains at the site. Initial findings are that there are elements of archaeological interest at the site and that further work is required to advance this understanding.

68. Policy HE2 of the local plan requires the archaeological implications of development to be duly considered and any associated works/reports to be deposited in the historic environment record. A written scheme of investigation has been submitted and Tees Archaeology have provided comments advising that they have no objections subject to further work being undertaken. A suitable condition for further archaeological work can therefore be applied to any forthcoming planning approval.
69. On this basis it is considered that the proposals are acceptable in respect of the impacts on heritage assets and would comply with policies SD5 and HE2 of the Local Plan.

### **Ecology**

70. The application was submitted with the benefit of an extended phase 1 habitat surveys have been undertaken on the site to determine the habitats present and their potential value for protected and notable species. However, due to the passage of time further targeted species surveys have also been carried out to determine the value of the site for great crested newt and bats. It is however recommended that prior to the commencement of works on site further surveys are undertaken with regards to farm birds and badgers. Due to the phasing of the proposed development, it is recommended that a walk over survey is carried out prior to the commencement of each phase of the development to ensure that there are no changes to the ecological status of the Site.
71. The Site has the capacity to enable the retention of a number of existing landscape features, such as hedgerows and trees which provide a valued habitat for a number of key species, as well as providing some biodiversity gains. Therefore, notwithstanding the recommendations within the submitted reports a condition is required for a biodiversity protection and gains plan to be submitted detailing how this has informed and will be integrated into the detailed landscape proposals.
72. Furthermore, a condition has been recommended in relation to adaptations to boundary fences to facilitate the movement of hedgehogs in line with the guidance produced by the British Hedgehog Preservation Society.
73. Subject to the imposition of the recommended conditions it is considered that the proposed development would not only safeguard habitats but can achieve biodiversity gains in accordance with the requirements of the NPPF and Local Planning Policies.

### **Air Quality**

74. Notwithstanding the objections raised in terms of the air quality impact, the Environmental Health Unit has considered the proposal and raised no objection on this matter. Future air emissions have been predicted using a dispersion modeling system to project traffic flows against existing background pollutant concentration. Appropriate air quality receptors have been identified at sensitive locations (11 residential and 1 school) from which to model pollutant concentrations. This predicts that air quality concentrations are significantly below and will not contravene any national or local air quality objectives and is not considered to be significant.

### **Noise and disturbance**

75. A Noise Assessment accompanies the application which has been considered by the Environmental Health Manager and no objections are raised. The Environmental Health Manager recommends controlling conditions in respect of controlling construction activities on site and to mitigate noise and disturbance during these works. Additionally, a condition is recommended in respect of protection of the proposed properties and mitigation from noise from the adjacent highways. A suitable condition in respect of submission of a noise attenuation scheme can be applied.

76. Given the scale of the development it is likely that construction will be done across a number of phases. Suitable controlling conditions in respect of a phasing plan, construction management plans can therefore be applied. It is also acknowledged that construction on this scale can generate a degree of dust and disturbance and suitable conditions to control these issues can be applied. Working hours conditions can also be applied. Suitable conditions can therefore be applied to ensure that the amenity of existing neighbouring properties are not adversely impacted on during construction activities.

#### **Drainage**

77. A number of the objectors have raised concerns over the existing drainage issues on the site and the capacity of the becks and the potential for the proposed development to exasperate the existing drainage issues and cause flooding to the adjacent properties.
78. The engineering of the site introduces new SUDS ponds to assist with the attenuation of the surface and ground water run-off, in the interests of not discharging to the local surface water drainage. These are shown within the overall layout of the proposals.
79. In terms of surface water management and foul waste, the Environment Agency, the Council's Surface Water Management Team and Northumbrian Water have raised no objections subject to the imposition of recommended conditions and informatives. The proposed development would conform to local and national policy on these matters and subject to the requested conditions, the development proposals are acceptable in planning terms.

#### **Low Carbon**

80. The level of housing provision proposed along with the new school development, would trigger the requirement for the submission of an energy statement and furthermore expect the development to achieve a 10% reduction in CO2 omissions over and above current building regulation requirements and to provide at least 10% of total predicted energy requirements of the development from renewable energy sources either on site or in the locality. A condition requiring the submission of a scheme to achieve the requirements of policy ENV1 on both elements of the proposed development (housing and primary school) is therefore recommended.

#### **Waste provision**

81. The authority requires all developments to provide appropriate mechanisms for waste recycling, storage and collection as set out in policy SD8 and SPD 6 planning obligations. Where facilities are not to be provided on site the authority will seek a commuted lump sum. However, In this instance the applicant has confirmed that they are to provide wheelie bins and recycling bins to all new dwellings and subject to this condition it is not considered that a commuted lump sum would be required in this instance.

#### **Residual matters**

##### **Optional Standards**

82. In respect of the application of Optional Standards as part of Policy H4, this is not applicable to planning applications submitted prior to April 2019, the requirements of Policy H4(9) cannot therefore be applied.

##### **Infrastructure**

83. In line with Transport and Infrastructure Policy 3 (TI3) - Communications Infrastructure, the Council supports the expansion of communications networks, including ensuring the new dwellings are suitably connected to internet services. A standard condition in this respect can therefore be applied.

##### **Crime and Anti-Social Behaviour**

84. Concerns have been raised by some of the objectors over concerns the propose development would increase anti-social behaviour with particular reference to the proposed pedestrian link,

people's gardens and the social housing. Under the provisions of Section 17 of the Crime and Disorder Act, the planning system and the Local Planning Authority must do all that it reasonably can to prevent, crime and disorder in its area. There is no evidence before the Local Planning Authority which would indicate that the proposal would give rise to crime or anti-social behaviour as it would be no different to any other residential development within the area. Comments received from Cleveland Police in respect of secure by design are noted and an appropriately worded informative has been recommended.

85. In respect of the comments received following the public consultation and as outlined above, were necessary the comments have raised have been addressed in the body of this report and through the recommended conditions. A number of non-material planning considerations have been raised which cannot be afforded any significant weight in the determination of this application

### **CONCLUSION**

86. The Yarm Back Lane and Harrowgate Lane masterplan has been adopted by the Council to guide development and the delivery of infrastructure to support the new housing. The allocated land at the West Stockton SUE totals 2,150 new homes out of the total housing requirement of 10,150 homes across the Local Plan period. Along with housing delivery at Wynyard, the SUE is therefore one of the key strategic sites for housing delivery under the current local plan.

87. The principle of housing on the site has already been established within the adopted Local Plan and the proposal accords with the requirements of the development plan. It would also help to maintain the Council's delivery of 5 year housing land supply and ensure that the policies within the Local Plan remain up-to-date.

88. Other significant benefits also come with the proposed development including the potential for the local authority to access £10M of Government Funding through the Housing Infrastructure Fund (HIF) which alongside developer contributions will facilitate the delivery of the Elton /A66 interchange which is essential highway infrastructure to support the site itself and the wider SUE. Other additional benefits would also include the investment value in constructing the homes and associated revenue to the Local authority from Council Tax receipts upon occupation.

89. Overall, the nature and scale of the development is acceptable and it is considered that the site could satisfactorily accommodate the proposal without any undue impact on the amenity of any adjacent neighbours and the layout is acceptable in terms of highway safety. In planning terms, the site is therefore considered to be acceptable.

90. The application is therefore recommended for approval subject to the Heads of Terms and Conditions set out within this report.

**Director of Finance, Development and Business Services**  
**Contact Officers Fiona Bage/Helen Boston**

### **WARD AND WARD COUNCILLORS**

<b>Ward</b>	<b>Fairfield</b>
<b>Ward Councillor</b>	<b>Councillor Bill Woodhead MBE</b>
<b>Ward Councillor</b>	<b>Councillor Maurice Perry</b>

### **IMPLICATIONS**

#### **Financial Implications:**

The proposed development if approved will result in financial contributions towards the required infrastructure to support the Strategic Urban Extension. In addition, approval of the scheme will bring forward the potential to secure £10 million pounds of Government funding through the Housing Infrastructure Fund to contribute to facilitating the delivery of the Elton/A66 interchange.

Once constructed the proposal will also generate Council Tax from future occupiers.

**Environmental Implications: As report**

The proposal relates to a large scale residential development and its environmental impacts, including visual appearance, residential amenity (particularly as a result of noise and disturbance), threat to ecology and implications for carbon reduction are all considered and addressed within the report. In view of all those considerations, it is on balance judged that in this instance are not considered to have any significant impacts.

**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** Yarm Back Lane and Harrowgate Lane Masterplan 2015

Supplementary Planning Documents

SPD1 – Sustainable Design Guide

SPD2 – Open Space, Recreation and Landscaping

SPD3 – Parking Provision for Developments

SPD6 – Planning Obligations

SPD8 – Affordable Housing

Appendix 1; List of contributors

Comments in support:

1. Miss Hollie Hannah 19 Fairfield Road Stockton-on-Tees,
2. Mr Stephen Honor 91 Mulberry Wynd, Stockton-on-Tees,
3. Mr Dan Simpson 16 Grinton Court, Stockton-on-Tees

Comments of objection:

1. Mr John Rogerson 26 Marrick Road Stockton-on-Tees,
2. John W Latimer 1A Countisbury Road Norton,
3. Mrs Diane Thompson 9 Highfield Drive Eaglescliffe,
4. Mrs Gail Watkin 25 Oakdene Avenue Stockton-on-Tees,
5. Mr John Carmichael 6 Welbury Close Stockton-on-Tees,
6. Miss Jennifer Dawes 14 Fairburn Close Stockton-on-Tees,
7. Mr Martyn & Melanie Saxton 45 Surbiton Road Stockton-on-Tees,
8. Mr Stephen Brown 78 Greenfield Drive Eaglescliffe,
9. Mr Christopher Pope 242 Oxbridge Lane Stockton-on-Tees,
10. Miss Faye Parry 24 Hadar Road Stockton-on-Tees,
11. Mrs Karen Fairman 10 Lyndon Way Stockton-on-Tees,
12. Mr And Mrs J R Allen 15 Coombe Way Stockton-on-Tees,
13. Brenda Kirby 5 Branksome Grove Stockton-on-Tees,
14. Harry And Kendra Moore 20 Symons Close Stockton-on-Tees,
15. Mrs Stella Smith 5 Swinton Road Stockton-on-Tees,
16. Mrs Maria Jones 2 Redland Close Stockton-on-Tees,
17. James And Carolyn Graham 103 Surbiton Road Stockton-on-Tees,
18. Mr Christopher Denial 10 Redland Close Stockton-on-Tees,
19. Miss Louise Crowell 10 Croxton Close Stockton-on-Tees,
20. Mrs Annette Robinson 208 Surbiton Road Stockton-on-Tees,
21. Mr John Dodds Netherleigh Darlington Road,
22. Patrick McArdle 7 Redland Close Stockton-on-Tees,
23. Mr Andrew Johnson 14 Theakston Grove Stockton-on-Tees,
24. Mrs Marian Kelly 295 Surbiton Road Stockton-on-Tees,
25. Mrs J Grey 41 Surbiton Road Stockton-on-Tees,
26. Mrs Carolyn Cherry 27 Surbiton Road Stockton-on-Tees,
27. Mrs Jacqueline Saxton 45 Surbiton Road Stockton-on-Tees,
28. Ms Carol Craven 53 Ellerton Road Stockton-on-Tees,
29. A Johnson 14 Theakston Grove Stockton-on-Tees,
30. Mrs Fiona Taylor 4 Redland Close Stockton-on-Tees,
31. Mrs Sharon Murray 3 Redland Close Stockton-on-Tees,
32. Ms Shirley Hall 15 Lerwick Close Stockton-on-Tees,
33. Mrs Alison Bell 64 Fairfield Road Stockton-on-Tees,
34. Mr Martin Alderson 151 Surbiton Road Stockton-on-Tees,
35. Mr David Blackburn 12 Redland Close Stockton-on-Tees,
36. Mrs Julie Wilson 17 Symons Close Stockton-on-Tees,
37. Mr And Mrs Timmins 19 Symons Close Stockton-on-Tees,
38. Mr Stuart Lloyd 21 Symons Close Stockton-on-Tees,
39. Jacqueline Morgan 293 Surbiton Road Stockton-on-Tees,
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41. Mr Andrew Brown 21 Ravensworth Grove Stockton-on-Tees,
42. Alister Little 21 Arrathorne Road Stockton-on-Tees,
43. Barbara Downing 47 Armadale Close Stockton-on-Tees,
44. Mr John Mackay 11 Armadale Close Stockton-on-Tees,

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68. Miss Caroline Wilson 257 Surbiton Road Stockton-on-Tees,
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78. Mrs Patricia Douglas 97 Darlington Road Stockton-on-Tees,
79. Mrs Sally Bennett 286 Surbiton Road Stockton-on-Tees,
80. Mr Stephen Honor 91 Mulberry Wynd Stockton-on-Tees,
81. Mrs Leanne Taylor 40 Preston Road Stockton-on-Tees,
82. Brian Jamison 12 Surbiton Road Stockton-on-Tees,
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