

DELEGATED

Report to Planning Committee
4 March 2026

Report of Director of Regeneration and Inclusive Growth

25/1330/OUT

Land East Of Holdenfields Farm, Green Lane, Yarm

Expiry Date: 30 September 2025

Extension of Time Date: 4 March 2025

Summary

Planning permission is sought for Outline planning application with all matters reserved except access for up to 600 dwellings..

The application site is outwith the development limits, however the Council cannot demonstrate a five year supply of housing and therefore the benefits of the scheme have been weighed against the harm as detailed in the report.

The development has received a significant number of objections which have been considered in full and there are no sustainable planning reasons to refuse the development.

The proposal is considered to be acceptable in planning terms in all other regards and is recommended for approval subject to those conditions as detailed within the report.

Recommendation(s)

That planning application 25/1330/OUT be approved subject to the following conditions and informatives and subject to the applicant entering into a Section 106 Agreement in accordance with the Heads of Terms below;

01 Reserved Matters - Time Period for submission

Application for the approval of reserved matters shall be made to the Local Planning Authority before the expiration of 3 years from the date of this permission.

Reason: By virtue of the provisions of Section 92 of the Town and Country Planning Act 1990.

02 Period for Commencement

The development hereby permitted shall be begun either before the expiration of 3 years from the date of this permission, or before the expiration of 2 years from the date of approval of the last of the reserved matters to be approved, whichever is the latest.

Reason: By virtue of the provisions of Section 92 of the Town and Country Planning Act 1990.

03 Reserved Matters – Details

Notwithstanding the submitted plans, approval of the details of the Appearance, Landscaping, Layout and Scale of the development known as the 'Reserved Matters' shall be obtained in writing from the Local Planning Authority before the development is commenced. The development shall be carried out in accordance with the approved plans

Reason: To reserve the rights of the Local Planning Authority with regard to these matters

04 Approved Plans

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

Plan Reference	Description	Date Received
0750-F11 REV E	Site Access Plan (Glaisdale Rd)	9 October 2025
0750-F13 REV F	Site Access Plan (Kirk Rd)	9 October 2025
0750-01	Location Plan	1 July 2025

Reason: To define the consent

05 Scope

The development shall be implemented in general conformity with the approved Illustrative Masterplan ref TWHY-PHS-XX-XX-DR-A-00002 Rev P10 submitted with the planning application.

Reason: To ensure that the Reserved Matters for the appearance, layout and scale of the buildings and landscaping to be submitted are in accordance with the master plan on which the development has been considered and to enable the Local Planning Authority to satisfactorily control the development.

06 Design Code

Prior to the or as part of the first reserved matters application for housing, a Design Code informed by the Local Design guide SPD, shall be submitted to and be approved in writing by the local planning authority. Thereafter the development phases shall be implemented in general conformity with the approved design guide.

Reason: To enable the Local Planning Authority to satisfactorily control the development in the interest of place making and a development that is cohesive across all phases.

07 Phasing Plan

No development shall commence until a phasing plan for the application site including the delivery and phasing of the signalised junctions has been submitted to and been approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved phasing plan unless otherwise approved in writing with the Local Planning Authority.

Reason: To ensure that the development takes place in accordance with the conditions attached hereto, in so far as those conditions relate to each phase of.

08 Existing and Proposed Site levels;

Notwithstanding the information submitted as part of the application, for each phase of the development, details of the existing and proposed site levels and finished floor levels shall be submitted to and approved by the Local Planning Authority prior to the commencement of the development. Work shall be undertaken in accordance with the approved scheme.

Reason: To define the consent and to ensure that the development does not adversely impact on the visual amenities of the area

09 Accessible and adaptable homes

Notwithstanding the submitted plans a minimum of 50% of the proposed dwellings shall meet Building Regulation M4(2) and a minimum of 8% of the proposed dwellings shall meet Building Regulation M4(3).

Reason: In the interests of promoting accessible and adaptable homes in accordance with Policy H4 of the local plan.

10 Noise

A detailed noise impact assessment shall be submitted during the reserved matters stage for each phase of the development. The detailed design should consider the noise impact including impact from the proposed play spaces and identify any mitigation required. A programme for implementation shall be included in the report. Any remediation measures shall be fully installed within a time period to be agreed with the local planning authority and the noise measurements must be repeated and submitted to the local planning authority for approval in writing following the completion of the remedial works. Upon written acceptance of the validation report and for the lifetime of the development thereafter, the noise level shall not exceed those agreed within the validation assessment.

Reason: To ensure that the development hereby permitted is not detrimental to the amenity of the future residents by reason of undue external noise

11 Energy Efficiency

Prior to the commencement of development on each phase, an energy statement identifying how the predicted CO2 emissions of the development will be reduced by at least 10% or how the development will provide at least 10% of the total predicted energy requirements of the development from renewable energy sources shall be submitted and approved in writing by the local planning authority. The carbon savings which result from this will be above and beyond what is required to comply with Part L Building Regulations. Before the development is occupied the renewable energy equipment or design efficiency measures shall have been installed and the local planning authority shall be satisfied that their day-to-day operation will provide energy for the development for so long as the development remains in existence.

Reason: Reason: In the interests of promoting sustainable development in accordance with the requirements of Local Plan Policy ENV1

12 Open Space

Within each phase, no Development shall be commenced until the Local Planning Authority has approved in writing the details of arrangements for the setting out of the Public Open Space and play facilities by the developer in accordance with the Open Space, Sport and Recreation Supplementary Planning Document as part of the development, and such arrangements shall address and contain the following matters:

- A) The delineation and siting of the proposed public open space
- B) The type and nature of the facilities to be provided within the public open space including the provision of play equipment for all age groups including young children and teenagers which shall be supplied and installed to a specification as agreed by the local planning authority.
- C) The arrangements the developer shall make to ensure that the Public Open Space is laid out and completed during the course of the development
- D) The arrangements the developer shall make for the future maintenance of the Public Open Space
- E) The open space shall be completed in accordance with the approved scheme and phasing arrangements as agreed by the local planning authority.

Reason: To enable the Local Planning Authority to satisfactorily control the development

13 Ecology and Biodiversity

Works shall be undertaken in complete accordance with the avoidance mitigation and compensation recommendations as detailed in Section 6 Ecological Appraisal, Land South of Green Lane, Yarm, June 2025.

Reason: To conserve protected species and their habitat where necessary

14 CEMP (Ecology)

Prior to the commencement of development a Construction and Environmental Management Plan (CEMP), shall be submitted and approved by the local authority, and will include as a minimum:

- Checking surveys for badger.
- Method Statements for protected species (badger, breeding birds, bats and amphibians).
- Appropriate working methods and detail on habitat management and creation
- Appropriate surveys work will be undertaken should plans change and works to trees are proposed where bat roosts could be present. If required, works will not be undertaken until a Natural England licence is in place.

Reason: To conserve protected species and their habitat where necessary

15 Buffer Zone

The reserved matters applications should include a scheme protect the Ancient Woodland and land to the south of the development. Proposals in proximity to ancient woodland should have a buffer zone of at least 15m from the boundary of the woodlands in accordance with the Forestry Commission /Natural England Standing Advice on Ancient Woodland.

Reason: In the interest of protecting the Ancient Woodland and to conserve protected species and their habitat where necessary

16 Ecology Survey

If work does not commence on each phase within 2 years from the date of the submitted (or subsequent) ecology survey for that area of the site, a maximum of three months before works commencing on site a suitably qualified ecologist shall undertake a checking survey to ensure that no protected species or their habitat is present on site. The results of the survey shall be submitted and approved in writing by the local planning authority and identify any additional or revised mitigation measures required

Reason: To conserve protected species and their habitat where necessary

17 Habitat and wildlife

As detailed in BS 3998:2010, prior to work commencing, the trees and their surroundings should be assessed for the presence of protected species, some of which are subject to season-specific legislation. Any works should be planned so as to limit their potential adverse impact on wildlife generally. The timing of works should take account of the seasonal cycles of the species of fauna and flora concerned (including the nesting habits of birds and the egg-laying habits of insects).

Reason: In compliance with the Habitat Regulations and Countryside and Wildlife Act

18. Biodiversity Net Gain

No development shall commence until a Biodiversity Gain Plan has been submitted to and approved by the Local Planning Authority. A Biodiversity Gain Plan, must be submitted to

and approved by the planning authority before the development can begin; and thereafter a Biodiversity Gain Plan for each reserved matter in relation to layout must be submitted to and approved by the planning authority before the development of that phase can begin and ensure that there is a minimum 10% net gain in biodiversity within a 30 year period as a result of the development

Reason: In the interests of ensuring measurable net gains to biodiversity and allow the LPA to discharge its duties under the NPPF (2023)

19 Habitat Management and Monitoring Plan

No development shall commence until a Habitat Management and Monitoring Plan (HMMP) has been prepared in accordance with the approved Biodiversity Gain Plan and has been submitted to and approved in writing by the Local Planning Authority. The HMMP shall include:

- (a) a non-technical summary;
 - (b) the roles and responsibilities of the people or organisation(s) delivering the HMMP;
 - (c) the planned habitat creation and enhancement works to create or improve habitat to achieve the biodiversity net gain in accordance with the approved Biodiversity Gain Plan;
 - (d) the management measures to maintain habitat in accordance with the approved Biodiversity Gain Plan for a period of 30 years from the practical completion of the development or the first occupation of the development, whichever is the sooner
- Monitoring reports will be submitted to the Council during years 2,5, 7, 10, 20 and 30 from commencement of development unless otherwise stated in the Biodiversity Management Plan, demonstrating how the BNG is progressing towards achieving its objectives, evidence of arrangements and any rectifying measures needed.

Reason: To ensure the proposed habitat creation and/or enhancements are suitably managed and monitored to ensure development delivers a biodiversity net gain in accordance with Schedule 7A of the Town and Country Planning Act 1990.

20 Construction Environmental Management Plan (Amenity)

No part of the development hereby approved shall commence until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority for each phase. The CEMP shall set out, as a minimum, site specific measures to control and monitor impact arising in relation to noise and vibration, dust and air pollutants (in broad accordance with the Air Quality Assessment June 2025), land contamination and ecology. The CEMP shall include measures to effectively control dust emissions from the site works, in accordance with an impact assessment undertaken in accordance with the IAQM guidance, this shall address earth moving activities, control and treatment of stockpiles.

It shall also set out arrangements by which the developer shall maintain communication with businesses and residential premises in the vicinity of the site, and by which the developer shall monitor and document compliance with the measures set out in the CEMP. The development shall be carried out in full accordance with the approved CEMP at all times.

Reason: In the interests of protecting the environment.

21 Landscaping (Aviation requirements)

No development shall take place until full details of soft and water landscaping works have been submitted to and approved in writing by the Local Planning Authority, details must comply with CAST Advice Note 3, 'Wildlife Hazards' available at [CAST Advice Note 3- Wildlife Hazards Around an Aerodrome](#). These details shall include:

- any earthworks

- grassed areas
 - the species, number and spacing of trees and shrubs
 - plans for the BNG/ Nutrient Neutrality area of the site
 - details of any water features
 - drainage details including SUDS – Such schemes must comply with CAST Advice Note 3 'Wildlife Hazards' [CAST Advice Note 3- Wildlife Hazards Around an Aerodrome](#)
- No subsequent alterations to the approved landscaping scheme are to take place unless submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented as approved.

Reason: To avoid endangering the safe movement of aircraft and the operation of Teesside International Airport through the attraction of birds and an increase in the bird hazard risk of the application site.

22 Construction Traffic Management Plan

Within each phase, including individual plot development, no development shall take place, until a Construction Management Plan has been submitted to, and approved in writing by, the local planning authority. The Construction Management Plan shall provide details of:

- i. the site construction access(es)
- ii. the parking of vehicles of site operatives and visitors;
- iii. loading and unloading of plant and materials including any restrictions on delivery times;
- iv. storage of plant and materials used in constructing the development;
- v. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing,
- vi. measures to be taken, including but not limited to wheel washing facilities and the use of mechanical road sweepers operating at regular intervals or as and when necessary, to avoid the deposit of mud, grit and dirt on the public highway by vehicles travelling to and from the site;
- vii. measures to control and monitor the emission of dust and dirt during construction;
- viii. a Site Waste Management Plan;
- ix. details of the HGVs routing including any measures necessary to minimise the impact on other road users;
- x. measures to protect existing footpaths and verges; and;
- xi. a means of communication with local residents.

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

Reason: In the interests of highway safety and residential amenity

23 Tree Retention

Notwithstanding the submitted information, unless shown for removal in the submitted report Ref: ARB/CP/3642 all trees and hedges to the boundaries of the application site shall be retained and maintained for the lifetime of the development. No tree, shrub or hedge shall be cut down, uprooted or destroyed, topped or lopped other than in accordance with any approved plans submitted as part of a reserved matters application.

Any tree, shrub or hedge or any tree, shrub or hedge that dies or is removed, uprooted or destroyed or becomes seriously damaged or defective must be replaced by another of the same size and species unless directed in writing by the Local Planning Authority.

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

24 Construction Environment Management Plan (Environment Agency)

The development hereby permitted shall not be commenced until such time as a Construction Environment Management Plan has been submitted to, and approved in writing by, the local planning authority. The scheme shall be implemented as approved. The plan should include, but not limited to, the following:

- Treatment and removal of suspended solids from surface water run-off during construction works;
- Approach to ensure no sewage pollution or misconnections;
- Approach to ensure water mains are not damaged during construction works;
- Management of fuel and chemical spills during construction and operation, including the process in place to ensure the environment is not detrimentally impacted in the event of a spill;
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Reasons To ensure the development contributes to and enhances the environment by preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability.

25 Water Framework Directive (WFD) assessment

The development hereby permitted shall not be commenced until such time as a Water Framework Directive Assessment has been submitted to, and approved in writing by, the local planning authority.

Reasons: To ensure the development contributes to and enhances the environment by preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability.

26 Details of a Sustainable Surface Water Drainage Scheme

The development hereby approved shall not be commenced on site, until a scheme for 'the implementation, maintenance and management of a Sustainable Surface Water Drainage Scheme has first been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details, the scheme shall include but not be restricted to providing the following details;

- I. Detailed design of the surface water management system; (for each phase of the development).
- II. A build programme and timetable for the provision of the critical surface water drainage infrastructure;
- III. A management plan detailing how surface water runoff from the site will be managed during the construction phase;
- IV. Details of adoption responsibilities

Reason: To ensure the site is developed in a manner that will not increase the risk of surface water flooding to site or surrounding area, in accordance with the Local Plan Policies SD5 & ENV4 and the National Planning Policy Framework.

27 Site Investigations (Existing Drainage Infrastructure)

Prior to the submission or to accompany a reserved matters application a complete report detailing the full extents and condition of any existing drainage infrastructure shall be submitted to and approved in writing by the Local Planning Authority. If any existing offsite drainage connections or existing culverts are identified during this investigation they must be maintained, and the site layout should be designed to accommodate this, providing sufficient easements to facilitate future maintenance if required.

Reason: To reduce flood risk and ensure satisfactory long-term maintenance are in place for the lifetime of the development.

28 Surface Water Management Scheme

The building hereby approved shall not be brought into use until:-

- I. Requisite elements of the approved surface water management scheme for the development, or any phase of the development are in place and fully operational to serve said building
- II. The drawings of all Suds features have been submitted and approved in writing by the Local Planning Authority, the drawings should highlight all site levels, including the 30year and 100year+cc flood levels and confirmation of storage capacity
- III. A Management and maintenance plan of the approved Surface Water Drainage scheme has been submitted and approved in writing by the Local Planning Authority, this should include the funding arrangements and cover the lifetime of the development

Reason: To reduce flood risk and ensure satisfactory long-term maintenance are in place for the lifetime of the development.

29 Foul and Surface Water

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.

30 Preliminary Risk Assessment

No development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), shall take place until a scheme that includes the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:

- a) A preliminary risk assessment which has identified all previous uses; potential contaminants associated with those uses; a conceptual model of the site indicating sources, pathways and receptors and potentially unacceptable risks arising from contamination at the site. If required,
- b) A detailed assessment of the risk to all receptors that may be affected, including those off site.
- c) Based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
- d) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

This must be undertaken in accordance with the Environment Agencies "Land Contamination Risk Management" Guidance (2023). Any changes to these components require the express written consent of the local planning authority. The scheme shall be implemented as approved.

Reason: National Planning Policy Framework (NPPF) paragraph 109 states that the planning system should contribute to and enhance the natural and local environment by preventing both new and existing development from contributing to or being put at unacceptable risk from or being adversely affected by unacceptable levels of water and land pollution.

31 Written Scheme of Investigation

No development (including demolition, ground works, vegetation clearance) shall commence until a Written Scheme of Investigation (WSI) setting out a programme of archaeological evaluation has been submitted to and approved in writing by the Local Planning Authority. The programme of archaeological work will then be carried out in accordance with the approved scheme of works, in sufficient time to inform the production of a Strategy for Archaeological Mitigation.

Reason: To take account of archaeological deposits in accordance with the requirements of Stockton on Tees Local Plan Policy HE2.

32 Strategy for Archaeological Mitigation (SAM)

No development (including demolition, ground works, vegetation clearance) shall commence until a Strategy for Archaeological Mitigation (SAM) has been submitted to and approved in writing by the Local Planning Authority. The SAM will set out the strategy and timetable for the preservation, investigation and recording of heritage assets in the development area, including the provision made for analysis, publication and dissemination of results, and archive deposition. The development will then be carried out in accordance with the SAM.

The development shall not be occupied until the post investigation processes have been completed in accordance with the approved Strategy for Archaeological Mitigation, and confirmed in writing to, and approved by, the Local Planning Authority

Reason: To take account of archaeological deposits in accordance with the requirements of Stockton on Tees Local Plan Policy HE2.

33. Open Access

Open access ducting to facilitate fibre and internet connectivity shall be provided from the homes to the public highway

Reason: To ensure that infrastructure is provided to facilitate fibre connections to all new development in accordance with Policy TI3 of the Stockton on Tees Local Plan

34. Bins/refuse

Prior to the occupation of the dwellings hereby approved each plot should be provided with the appropriate means of waste and recycling provision in accordance with the applicable Council standards

Reason: To ensure a satisfactory form of development in accordance with Policy SD8

35 Construction working Hours

No construction/building works or deliveries associated with the construction phase of the development shall be carried out except between the hours of 8.00am and 6.00pm on Mondays to Fridays and between 9.00am and 1.00pm on Saturdays. There shall be no construction activity including demolition on Sundays or on Bank Holidays.

Reason: To avoid excessive noise and disturbance to the occupants of nearby properties.

36 Unexpected land Contamination

In the event that unexpected contamination is found at any time when carrying out the approved development, it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken, in accordance with best practice guidance, the details of which are to be agreed in writing with the Local Planning Authority in advance. Where remediation is shown to be necessary a remediation scheme must be prepared and submitted to the Local Planning Authority for approval in writing in advance.

Reason: To ensure that risks from land contamination to the future uses of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out without unacceptable risk to receptors

Informative Reason for Planning Approval

Informative: Working Practices

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

Informative: Reserved matters

When submitting the application(s) for reserved matters; the reserved matters should include the following details

"layout" means the way in which buildings, routes and open spaces within the development are provided, situated and orientated in relation to each other and to buildings and spaces outside the development;

"appearance" means the aspects of a building or place within the development which determines the visual impression the building or place makes, including the external built form of the development, its architecture, materials, decoration, lighting, colour and texture;

"scale" means the height, width and length of each building proposed within the development in relation to its surroundings;

"landscaping", in relation to a site or any part of a site for which outline planning permission has been granted or, as the case may be, in respect of which an application for such permission has been made, means the treatment of land (other than buildings) for the purpose of enhancing or protecting the amenities of the site and the area in which it is situated and includes—

- (a) screening by fences, walls or other means;
- (b) the planting of trees, hedges, shrubs or grass;
- (c) the formation of banks, terraces or other earthworks;
- (d) the laying out or provision of gardens, courts, squares, water features, sculpture or public art; and
- (e) the provision of other amenity features;

Informative: Environment Agency

The applicant should provide an assessment of the impact of the proposal on water quality in respect to the Leven from Tame to River Tees waterbody (GB103025071880) following the objectives of WFD guidance:

- Stage 1 - WFD screening: to determine if there are any activities associated with the Proposed Development that don't require further consideration, for example activities which have been ongoing since before the current RBMP plan cycle and which have thus formed part of the baseline.
- Stage 2 - WFD scoping: to identify risks of the proposed development's activities to receptors based on the relevant water bodies and their water quality elements (including information on status, objectives, and the parameters for each water body).
- Stage 3 - WFD impact assessment: a detailed assessment of water bodies and their quality elements that are considered likely to be affected by the Proposed Development, identification of any areas of non-compliance; consideration of mitigation measures, enhancements, and contributions to the RBMP objectives. Where the potential for deterioration of water bodies is identified, and it is not possible to mitigate the impacts to a level where deterioration can be avoided, the project would need to be assessed in the context of Article 4.7 of the Directive.
- More information can be found on the gov.uk website: <https://www.gov.uk/guidance/water-framework-directive-assessment-estuarine-and-coastal-waters>

Water Quality Permit Requirements - You do not require a permit if you are only discharging uncontaminated surface runoff. If you intend to discharge to surface water for dewatering purposes, this may be covered by a Regulatory Position Statement (RPS) for water discharge activities. If you can comply with all of the conditions within the RPS, then a permit is not required for this activity. Please find the RPS conditions here: Temporary dewatering from excavations to surface water - GOV.UK (www.gov.uk) If any discharges do not fully comply with the RPS, then a bespoke discharge permit will be required. Please find guidance on applying for a bespoke water discharge permit here: Discharges to surface water and groundwater: environmental permits - GOV.UK (www.gov.uk) The linked page also provides contact information should you need assistance.

Sustainable Urban Drainage Systems (SuDS) – Surface water run-off should be controlled as near to its source as possible through a sustainable drainage approach to surface water management (SuDS). SuDS manage surface water run-off by simulating natural drainage systems. Whereas traditional drainage approaches pipe water off-site as quickly as possible, SuDS retain water on or near to the site. As well as reducing flood risk, this promotes groundwater recharge, helps absorb diffuse pollutants, and improves water quality. Ponds, reedbeds and seasonally flooded grasslands can also be particularly attractive features within public open spaces.

SuDS involve a range of techniques including soakaways, infiltration trenches, permeable pavements, grassed swales, green roofs, ponds and wetlands. As such, virtually any development should be able to include a scheme based around these principles. In doing so, they'll provide multiple benefits and will reduce costs and maintenance needs. Approved Document Part H of the Building Regulations 2010 establishes a hierarchy for surface water disposal, and encourages a SuDS approach. The first option for surface water disposal should be the use of SuDS, which encourage infiltration such as soakaways or infiltration trenches. In all cases, it should be established that these options are feasible, can be adopted and properly maintained and would not lead to any other environmental problems. For example, using soakaways or other infiltration methods on contaminated land carries pollution risks and may not work in areas with a high water table. Where the intention is to dispose to soakaway, these should be shown to work through an appropriate assessment carried out under Building Research Establishment (BRE) Digest 365.

Further information on SuDS can be found in: o the CIRIA C697 document SuDS manual o HR Wallingford SR 666 Use of SuDS in high density developments o CIRIA C635 Designing for exceedance in urban drainage - good practice o the Interim Code of Practice for Sustainable Drainage Systems - the Interim Code of Practice provides advice on design, adoption and maintenance issues and a full overview of other technical guidance on SuDS Water Resources-advice to applicant If you intend to abstract more than 20 cubic metres of water per day from a surface water source e.g. a stream or from underground strata (via borehole or well) for any particular purpose then you will need an abstraction licence from the Environment Agency. There is no guarantee that a licence will be granted as this is dependent on available water resources and existing protected rights.

Dewatering is the removal/abstraction of water (predominantly, but not confined to, groundwater) in order to locally lower water levels near the excavation. This can allow operations to take place, such as mining, quarrying, building, engineering works or other operations, whether underground or on the surface.

The dewatering activities on-site could have an impact upon local wells, water supplies and/or nearby watercourses and environmental interests.

This activity was previously exempt from requiring an abstraction licence. Since 1 January 2018, most cases of new planned dewatering operations above 20 cubic metres a day will require a water abstraction licence from us prior to the commencement of dewatering activities at the site.

More information is available on gov.uk: <https://www.gov.uk/guidance/water-management-apply-for-a-water-abstraction-or-impoundment-licence#apply-for-a-licence-for-a-previously-exempt-abstraction>

Informative: Lead Local Flood Authority for Reserved Matters Stage

SuDS Design: At detailed design the applicant should consider using drainage features in combination as a management train, which help create healthy resilient spaces for people and habitats for wildlife. Rather than large end of pipe basins the applicant should consider opportunities to spread SuDS features across the site managing runoff close to its source, prioritising features that lie on the surface and incorporate vegetation. Underground storage features will not be acceptable on a site of this size as there is ample opportunity to accommodate on the surface SuDS.

Greenfield Run-Off: Greenfield run off should be calculated for the whole development area (including all houses, gardens, roads/paved surfaces, and all open space) that is within the area served by the drainage network and that could generate runoff to the proposed drainage system, even if this is only likely to occur during very extreme rainfall events (this may be the case for grassed/vegetated areas)

Water Quality: Section 6.4.2 of the submitted FRA states 'provision of detention basins meets the required indices for surface water treatment prior to discharge to the watercourse'. – The basin alone will not meet the requirements of a SuDS Management train, at detailed design upper catchment treatment must be considered to adequately address water quality risks from the development (as per Standards 4.1.& 4.2 of the National Standard for sustainable drainage systems (SuDS))

Operation and Maintenance: A new headwall must be constructed to facilitate the outfall connection from the development into the existing watercourse. Appropriate access down to the new headwall must be considered at detailed design stage (as per Standard 7.12 of the National Standard for sustainable drainage systems (SuDS) – The surface water drainage design shall allow free, safe and easy access (including easements where required) for all personnel, vehicles and machinery required to undertake maintenance of the drainage features and for emergency response such as a pollution incident. Care should be taken to ensure that the design enables easy access to components which are a greater risk of being

subject to pollution or becoming clogged or blocked, such as soakaways, outfalls and trash screens or are critical in extreme events, such flow controls)

Land Drainage ConsentA Land Drainage Consent may be required for the construction of the outfall into the existing ordinary watercourse. No works on a watercourse can proceed until written consent has been granted by the LLFA. A land drainage consent is a standalone application that could take up to 8 weeks for determination.

Head of Terms

- Affordable Housing – 20%
- Education contributions in accordance with the Standard Formula
- Open Space Contributions in accordance with the SPD
- NHS Contributions
- Highways Contributions – Crathorne interchange
- Cycleway improvements including delivery schedule.
- Bus Service Diversion
- Nitrate mitigation in accordance with the submitted Technical Note 01 Rv3: Nutrient Assessment 25 June 2025
- Employment and Training

Background

1. Outline planning permission with all matters reserved other than access for up to 200 residential dwellings was sought for the western portion of the land. This application was withdrawn on the 23rd August 2019 (Application 18/0261/OUT).

Site and Surroundings

2. The application site is located to the south of Green Lane, outside the limits to development with runs along Green Lane. The site stretches from Castlelevington Lane to opposite Glaisdale Road.
3. To the West of the site is Hutchinson Hobbs Farm Shop, Holdenfields Farm and other residential dwellings to the southwest. Beyond Castlelevington Lane is HMP Kirklevington and residential dwellings. To the East is open with sporadic residential properties beyond.
4. The site has a tree preservation order to the northern boundary. A PROW runs alongside the southern boundary with a local wildlife site to the south east of the site (East and West Gill Grassland)

Proposal

5. Outline Planning Permission is sought for up to 600 houses with all matters reserved other than access which forms part of this application.
6. The proposed accesses into the site will be signalised junctions with pedestrian and cycle crossing facilities. One access is located 60m to the west of Kirk Road and the other access is directly opposite Glaisdale Road. As part of highway improvements to facilitate the scheme:

- the existing footways and cycle paths will be upgraded and linked to this development.
- a contribution towards improvements at Crathorne interchange will be secured a
- an extension / diversion of an existing bus service, to serve the site, will be secured and funded for a 5 year period.

Consultations

7. Consultees were notified and the following comments were received.

8. Highway England

Offer no objection.

National Highways' assessment of the proposed development: National Highways has been appointed by the Secretary of State for Transport as a strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

9. Highways Transport & Design Manager

General Summary: Subject to the conditions and s106 requirements set out below the Highways, Transport and Design Manager raises no objection to the proposed development.

Highways Comments: The applicant has submitted a Transport Assessment (TA), Traffic Modelling Results (TMR), site access arrangements and an illustrative masterplan in support of the proposals.

The TA and TMR have demonstrated that the residual cumulative impacts on the road network, following mitigation, would not be severe, taking into account all reasonable future scenarios.

However, in line with the requirements of planning approval 18/0910/OUT, the applicant will need to contribute towards the provision of the highway mitigation at Crathorne interchange, and this should be secured via a s106 Agreement and based on the latest cost estimate would be circa £1.7M.

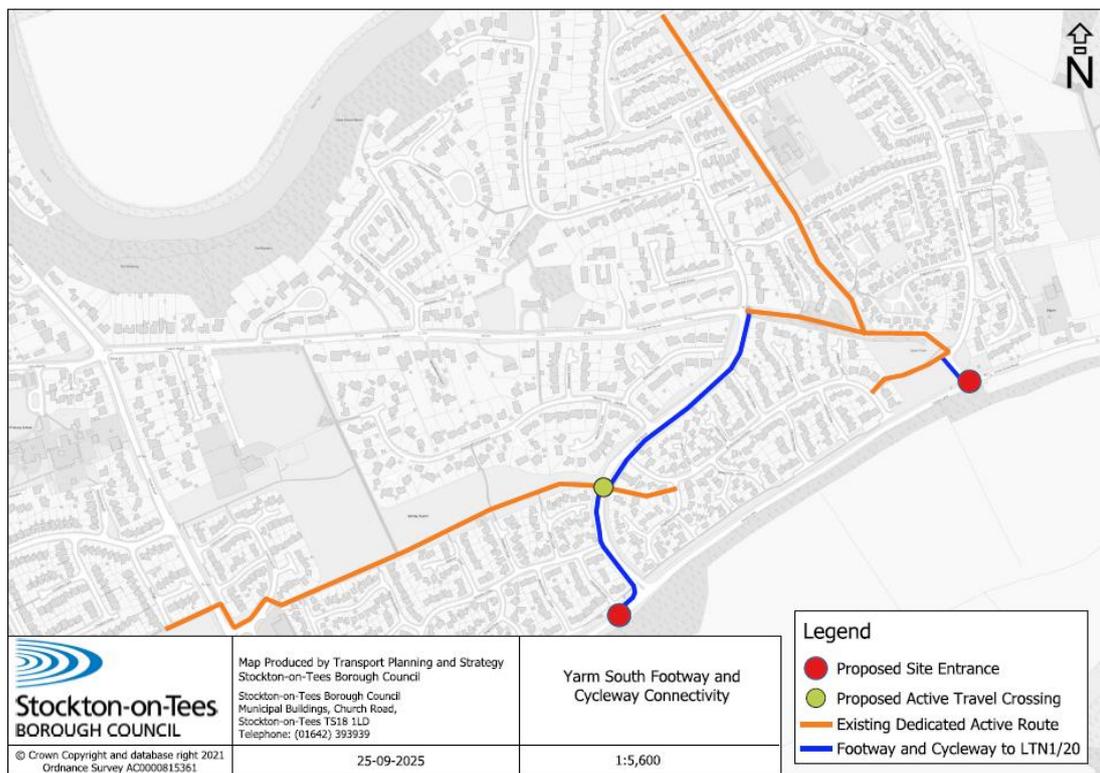
The site would be access via two new signalised junctions on Green Lane located at the eastern end of the site opposite Glaisdale Road and the western end of the site to the west of Kirk Road.

The site access arrangements, as shown on drawings 0750-F11 Rev E and 0750-F13 Rev F, are considered to be broadly acceptable and, should the application be approved, the detailed design of the junctions would be considered as a part of the s278 process and delivery would be agreed through a phasing programme.

Both junctions will incorporate pedestrian and cycle crossing facilities which would provide access to the existing footway / cycleway network.

To achieve the required connectivity to the existing cycleway network new sections of cycleway will be required on Kirk Road and Glaisdale Road and a new active travel crossing on Kirk Road. The extent of the works, which should be secured via a s106 Agreement, are shown on the figure below.

Proposed New Cycleway Connections and Active Travel Crossing



In order to further improve the sustainability of the proposed development the applicant has engaged with Arriva regarding the diversion or extension of an existing service to service the site. Arriva have indicated that the cost of this would be circa £200K to cover the existing hours of operation or up to £250K if later evening journeys were required. The details of the bus service and payment for the diversion / extension should be secure via a 106 Agreement for a minimum period of 5 years however, it should be noted that any financial contribution should be paid directly to the operator. A construction traffic management plan should also be secured by condition in order to minimise disruption during the construction phase. Subject to the above conditions and s106 requirements there are no highways objections to the proposals.

10. Flood Risk Management

The applicant has provided sufficient information to satisfy the Local Lead Flood Authority that a surface water runoff solution can be achieved without increasing existing flood risk to the site or the surrounding area. However the applicant has not provided a detailed design for the management of surface water runoff from the proposed development, and this information should be secured by condition

11. Landscape Comments

A LVIA has been provided which is informative. The key impacts will be on the site and its immediate surroundings. An Assessment of Landscape impacts on the site and its immediate surroundings equates to Landscape receptor, Character Area 2. This has been assessed as slight (year 1), slight- moderate (year15). The summary of visual effects on Viewpoints provided is generally acceptable given the methodology provided.

The proposed development is outside of the limits to development and as such is poorly related to the existing settlement and represents an incursion into open countryside. The extent to which the proposals would be likely to conflict with policies dealing with landscape and visual matters and the weight that should be attached to them is a matter for your judgement. I would make the following comments

The proposed development would be unlikely to comply with Policies SD3, SD4 and SD5.

A landscape strategy has been provided which provided for a hierarchy of streets and POS. Should development be deemed acceptable the following landscape information should be considered.

- Subject to an agreed layout, full details of hard and soft landscape proposals shall be provided prior to any consent being given. Hard landscape details should include all enclosing elements, street furniture and street lighting locations. Details of external finishing materials should include finished levels, and all construction details confirming materials, colours, finishes and fixings. Soft Landscaping details should include a detailed planting plan and specification of works indicating soil depths, plant species, numbers, densities, locations inter relationship of plants, stock size and type, grass, and planting methods including construction techniques for pits in hard surfacing and root barriers. Details of rabbit protection should be provided. All existing or proposed utility services that may influence proposed tree planting shall be indicated on the planting plan.
- Details of proposed soft landscape management should be provided. The soft landscape management plan shall include long term design objectives, management responsibilities and maintenance schedules for all landscape areas/ retained vegetation, other than small privately owned domestic garden. Landscape maintenance shall be detailed for the initial 5-year establishment from date of completion of the total scheme regardless of any phased development period followed by a long-term management plan for a period of 20 years.
- There may be scope to increase proposed buffer planting to the southern boundary of the site by planting a proportion of the suds basins (subject to Drainage comments) This could potentially soften the engineered approach to basins.

12. Active Travel England

Background: Active Travel England (ATE) welcomes the opportunity to comment on the ATE/25/00989/OUT planning application and welcomes the comprehensive engagement on the response from the Applicant. This is ATE's third involvement with the proposed development. ATE has considered the application against the criteria set out in its planning assessment toolkit, national planning policy and active travel design guidance. With regards to the aligned assessment criteria, various issues have been identified. ATE has acknowledged the additional information provided by the response from 18 September 2025 but is currently not in position to recommend a conditional approval for this application for reasons outlined in this report.

Trip generation assessment and mode shares: ATE welcomes the Applicant providing a forecasted multi-modal trip generation for the proposed residential development by using TRICS database data in Table 3.1 (Response to ATE Comments, p. 12). While the splits are daily and include cycle, motorised vehicle, pedestrian and public transport trips separately, ATE requests that the Applicant considers proposed active travel infrastructure improvements discussed in Section 3.0 as a factor in predicting mode shares. As stipulated in LTN 1/20:14.3.6, it is important that the forecast does not overestimate motor traffic travel demands, which could make it difficult to provide well-designed cycle infrastructure, particularly at the site access points. Travel demand forecasts should take into account the potential for the increased levels of cycling that will be enabled by cycle facilities, both on- and off-site.

While ATE understands that the Applicant considers the Travel Plan as a framework document, ATE cannot accept the modal share forecast Table 3.1 as sufficient as modal share targets. It should be noted that as these modal share targets have not been developed with regard to the Tees Valley LCWIP and any other plans, this sets an incredibly low-bar against which to compare the performance of the development.

Accordingly, this risks a car reliance of 81% being considered a success, when in fact the targets were never that challenging in the first place. The very principle of a vision-led approach to transport planning is to forecast - and most importantly - deliver the necessary infrastructure for the future that is desired, as opposed to needing to take retrospective action after development delivery and once patterns of car reliance have been adopted and ingrained within the new community.

Off-site infrastructure :ATE welcomes the Applicant providing a comprehensive and high-quality pedestrian and cycle route audit, which clearly identifies issues with existing infrastructure and suggested improvements. While ATE endorses these improvements in principle, ATE has the following comments from provided drawings: Drawing Number 0750-F11 Revision D: ATE acknowledges the introduction on Advanced Strop lines at junctions as a temporary measure before infrastructure along Green Lane is developed by the Local Transport Authority, but stresses that the Applicant needs to verify whether this solution meets criteria for ASLs in LTN 1/20: 10.6.44. On street cycling will only be safe and accessible for most people (LTN 1/20 Table 4.1) if the speed limit on the spine road matches Glaisdale Raid at 20 mph. ATE requests that the Applicant provides a traffic signal phase diagram to demonstrate that cycle movements in all directions at this junction are protected and prioritized (eg., through early release signals), allowing cyclists to complete their movements safely before interacting with motor traffic. Given the Highway Code road user hierarchy, ATE requests that the applicant replaces staggered crossings with single-phase crossings as a way of promising pedestrian movements at the junction. Traffic Signs Manual Chapter 6: 18.3 (p. 132) advises that staggered crossings are typically used on wide roads where a single-stage crossing would be impractical or unsafe due to the time required for pedestrians to cross. Designers are advised to consider pedestrian desire lines and avoid staggered layouts where a direct crossing is feasible and safe, which ATE considers to be the case at this junction.

Drawing Numbers 0750-F12 and 0750-F13 Revision F: To futureproof the design and ensure alignment with best practice, ATE recommends changes attached in the attached annotated drawing 0750-F13 Revision F. These changes would improve clarity, safety, and long-term viability of the route as part of the LCWIP network. ATE requests that the Applicant shares the details of proposed wayfinding improvements to Leven Park with the Local Authority and ATE. ATE also highlights that the provision of lighting by the Applicant is inconsistent across proposals, with the Applicant offering lighting in Drawing Number 0750-09 to improve the footpath link on the northern side of Green Lane, keeps the traffic-free footway/cycleway in Drawing Number 0750-05 due to the fact that 'it is not for this development to provide a complete scheme of lighting... and in any event these journeys are all likely to be undertaken during daylight hours'. ATE reiterates that the discussed footway/cycleway is part of the route to Levendale Primary School, which children living in the development will be likely to attend. Year-round trips from Levendale Primary School will be made at dusk in winter, so it is necessary to light the route – see LTN 1/20 8.1.2 and 8.7 for guidance.

The Local Authority has been directly made aware of this issue and ATE encourages the Applicant to liaise with the local authority to consider a S278 agreement.

ATE acknowledges the Applicant's comments on number 7 bus diversion.

Masterplanning and permeability: ATE acknowledges that the current 40 mph speed limit on Green Lane presents challenges for creating active frontages and direct pedestrian and cycle connections. While the retention of the tree belt and hedgerow may offer visual and acoustic buffering, ATE advises that this should not result in the complete severance of the development from Green Lane. Instead, ATE requests that the Applicant explore filtered permeability options such as well-landscaped pedestrian and cycle links that respect TPO constraints while enabling legible and safe access to the wider movement network. These connections need not compromise the character

of Green Lane but should support inclusive design and natural surveillance, as outlined in the National Design Guide and LTN 1/20. ATE further notes the Applicant's intention to use the tree belt as a placemaking feature, but advises that visual separation alone does not create meaningful character. It risks reinforcing a boundary condition that disconnects the development from its context. The suggestion that severance will prevent the site from becoming an extension of adjacent residential areas is unconvincing, particularly given that both sides of Green Lane are defined by low-density suburban layouts. Character should be shaped by the quality of public realm, permeability, and active frontage, not isolation. The tree belt can still contribute positively to placemaking but should be integrated into a design that enables movement, visibility, and interaction with Green Lane. ATE requests that the Applicant reconsiders the role of the tree belt not as a barrier, but as a landscape asset that supports a well-connected, legible development.

ATE acknowledges the Applicant's intention to create an attractive primary route through the site, but advises that the current proposal focuses on streetscape rather than placemaking. Features such as tree-lined verges, set-back driveways, and footpaths contribute to visual quality but do not create a street with active uses, destinations, or opportunities for gathering. If this route is to function as a residential 'high street', it must support medium to high place function throughout its length, as outlined in Manual for Streets (p. 19). ATE recommends referring to Example 53 in the National Model Design Code Part 2 (p. 53), and exploring the inclusion of pocket parks, seating areas, incidental play, small-scale community uses, or flexible spaces for local services to encourage interaction and dwell time.

On site facilities: ATE acknowledges the location change of the mobility hub.

Next Steps: ATE requests that the local planning authority shares this correspondence with the applicant and their agents. ATE would welcome the opportunity to review further submitted information to help address the identified deficiencies as detailed above, with a view to providing a further response and recommended conditions.

13. Natural England

No objection - subject to appropriate mitigation being secured.

14. Environmental Health Unit

I have no objection in principle to the development, subject to the imposition of the construction/demolition noise advisory condition:

Noise : I have reviewed the submitted noise impact assessment and note this application is an outline application whereby the final design is unknown. It is stated within the report that without mitigation measures:

- External noise levels are exceed
- Internal noise levels are exceed
- Overheating assessment exceeds the simplified method and requires further assessment, recommend building control are also consulted as it relates to Approved Document O of Building Regulations.

The report proposes mitigation measures such as placing gardens to the rear of properties, acoustic fences, glazing and trickle ventilators. The report advises that the final number of ventilators should be confirmed by a project mechanical and electrical engineer with the values in table 5.2 to be considered. The report also details that a final plot-by-plot assessment for glazing and ventilation should be undertaken once the final design is known, including the final internal layout of the properties. It is concluded that the site is suitable for development in terms of meeting acoustic requirements with mitigation measures in place, however further detailed assessments should be undertaken at reserved matters stage once layout of the site is known.

Environmental Health would therefore request a detailed noise impact assessment be submitted during the reserved matters stage once final detail is known. The detailed design should also consider the noise impact of the proposed play spaces to the south east of the proposal. The necessity for this noise impact assessment should be conditioned. Should mechanical ventilation be required at the reserved matters stage there shall be compliance with the condition below whereby external noise entering dwellings is combined with internal noise from mechanical sources to cumulatively still active the requirements detailed below:

Acoustic, Ventilation, Overheating Design

If BS8233 internal noise levels cannot be achieved with openable windows then the developer needs to consider implementing good acoustic design as required within ProPG, <https://www.ioa.org.uk/publications/propg> such as the following:

- Increase distance away from the noise source
- Layout/ orientation of properties and amenity areas
- Internal layout of properties so liveable rooms and main bedrooms are situated furthest away from the noise source.
- Acoustic Fencing/ mounding

Where the above have been considered and there is still a requirement for windows to be closed to achieve BS8233 internal noise levels an Acoustic, Ventilation and Overheating assessment should be undertaken. The assessments and any required acoustic mitigation measures should be interlinked. An internal assessment should also be made of any noise emitted from mechanical ventilation plant (if required) which when in use should not exceed internal noise levels specified within BS8233, or the following:

- Living Rooms (Day and Night-time) - NR30
- Bedroom (Daytime)- NR30
- Bedrooms (Night-time)- NR25

I would also recommend the following condition:

o Construction Noise Report

A noise report for construction noise should be undertaken by a noise consultant and should be submitted to and approved in writing by the Local Planning Authority prior to any construction work commencing. As part of the noise report the existing ambient noise levels at the nearest residential properties should be obtained and the noise levels of each proposed construction activity to be undertaken should be calculated to the nearest residential properties. The assessment and impact of the construction noise should be undertaken in accordance with the ABC method and table E.1 of BS5228 where the ambient noise level should be rounded to the nearest 5dB to determine the appropriate threshold value. Suitable mitigation measures should be implemented where the construction noise is predicted to exceed the appropriate threshold value.

Air Quality Assessment - I have reviewed the air quality assessment and have no comments to make on it other than the measures detailed such as mitigation measures for operational use and construction dust should be implemented and in place for the lifetime of the development.

Contaminated Land Conditions: I have assessed the application and as the application is for a vulnerable end use (residential) an assessment of contaminated land should be undertaken. This should be undertaken using a staged assessment with the following components being approved by the local authority before proceeding to the next stage. PRA condition recommended.

13. Tees Archaeology

Thank you for the additional consultation on this application. Following discussions with the site's archaeological consultant, a programme of trial trenching has been conducted in those areas identified by the geophysical survey as having archaeological potential and an interim report submitted. The recent and previous archaeological evaluations have identified prehistoric and Roman activity on site, and further archaeological mitigation is needed in these areas. Trial trenching should be conducted across the remainder of the site, to ascertain the presence/absence of archaeological remains along with their level of preservation and significance; it may be that additional mitigation measures are needed in other parts of the site. The necessary archaeological work can be secured by conditions upon the development; we set out the wording of these proposed conditions.

14. Yarm Town Council

On behalf of Yarm Town Council, we wish to register our objection to the above application on the following grounds:

- Development outside the defined development limits as shown in the Local Plan
- Highway Impacts
- Impact on local infrastructure
- Design grounds

Development outside of the settlement limits - The Planning and Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with the Development Plan unless material considerations indicate otherwise.

Stockton Borough Council Local Plan clearly sets out the development limits for the Borough. As the application relates to land beyond the development limits, it is therefore, contrary to the Local Plan.

The proposal intensifies the development around Yarm and impacts the character of the Town.

The application fails to demonstrate a 'need' for this development and the cumulative impact on the Town, highways network and infrastructure.

While we appreciate each application is assessed on its own merit, it is incumbent on Stockton Borough Council to assess the need in this location and the overall impact on existing amenity of the residents of Yarm, Eaglescliffe and Kirklevington.

As we understand it is a legal requirement for authorities to have a five-year housing supply plan to ensure considered development within their boroughs. While Stockton appears to have a Housing Supply & Delivery: Annual Position Statement 2024/25 to 2028/29, they state that they do not have an adopted supply plan. This is enabling developers to take advantage to propose poorly considered and located development to the detriment of existing towns/villages.

The NPPF promotes conserving and enhancing the natural environment. Planning decisions should contribute to and enhance the natural and local environment.

Minimal assessment over the long-term loss of green open space is addressed as part of the application. Nutrient Neutrality, BNG and The Ecological Impacts should be robust documents to clearly demonstrate positive gains and/or enhancements.

Highways Impacts - The NPPF promotes sustainable transport. The Government promotes the provision of sustainable transport modes which are determined through the analysis of patterns of movement, streets, parking and other transport considerations which are integral to the design of schemes and contribute to making high quality places.

We consider Highways assessments are flawed, in that they only look at the impact the application development has on the network in the immediate area. Applications fail to look at the cumulative impact of the developments on the existing infrastructure which were not originally designed to accommodate the increased levels of usage.

The Transport Statement does not consider Yarm and Eaglescliffe topography, in that it has only one main road linking the towns across the River Tees. This is not considered by developers or SBC Highways Dept when reviewing the impact of the additional car trips. Travel hubs, car sharing and cycling, while admirable objectives as policies, are rarely implemented or used in reality, rendering them little more than a planning exercise.

National Highway/Highways Agency have expressed concern and lack of support for developments due lack of detail to clearly demonstrate mitigation for the increase in traffic. Poor pedestrian and cycling links make the site unsustainable due to extended travel distances.

Local Infrastructure - The NPPF promotes healthy and safe communities and gives support to facilitate social interaction and create healthy, inclusive communities. Developments should be safe and accessible; Local Planning Authorities should plan positively for the provision and use of shared space and community facilities. An integrated approach to considering the location of housing, economic uses and services should be adopted.

Yarm Medical centre would need to demonstrate the number of doctors, patients' numbers and capacity for available appointments. Anecdotal evidence suggests the Practice struggles to service the current population; without due consideration of the additional developments and the added pressures these would bring to bear on existing infrastructure.

It should also be demonstrated that local schools' places, external play areas and structured activities have capacity/provided. Any external communal green spaces should be carefully integrated into designs and not token left-over spaces. These should be assessed and provided without the need to travel significant distances, further impacting on the road network.

Design - The NPPF promotes achieving well-designed places. The Government attaches great importance to the design of the built environment, with good design a key aspect of sustainable development, indivisible from good planning.

The Government on the 6th of March 2014 launched its 'Planning Practice Guidance' (PPG). The PPG contains guidance on a wide range of planning issues including the processing and consideration of planning applications for development proposals. One of the key issues in the PPG is design, acknowledging that 'good quality design is an integral part of sustainable development ... Good design responds in a practical and creative way to both the function and identity of a place. It puts land, water, drainage, energy, community, economic, infrastructure and other such resources to the best possible use-over the long as well as the short term.'

With reference to paragraph 11 of the NPPF, it is important to note that for decision-making this 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 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 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, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.

As the Council cannot demonstrate a five-year supply of deliverable housing sites, the policies which relate to the delivery of housing, are deemed to be out of date and as such paragraph 11d) of the Framework is engaged.

We consider that the proposal would result in adverse impacts that would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination, the proposal should be refused.

SBC, as the lead authority, should ensure the highest design standards to avoid generic urban sprawl. The design should demonstrate a sense of place, scale and density both in relation to the Town and location. The layout and house type designs should respond to the rural locations and integrate 'green' routes and areas within the overall design. The application does not provide a cohesive design that responds to the context, only to achieve a 20-25 dwellings/hectare density, which should be too high for the location of the application site. It is incumbent on the LPA to ensure good design and a cohesive vision for any development and adjacent developments. The temporary construction jobs and potential council tax revenue should not be used as a design guide to justify poor design. We have attached a diagrammatic development plan, showing the recently built and proposed housing schemes. As a visual aid, this clearly demonstrates the negative impact volume house building has had in terms of urban sprawl, rapid population increase and associated impact on infrastructure on the historic Town. This is available for Planning committee to review at Appendix E

To summarise, the application has failed to demonstrate a need for the development, to fully assess the impact on the road and services infrastructure and would provide an overall poor design which does not respond positively to its location. We consider the proposed application to be inappropriate in this location and would have a detrimental impact on the overall character of Yarm.

15. Hilton Parish Council

I wish to object to this planning application for the following reasons:

This proposed development will sit in the very small rural area of Castleavington which at this present time has only 11 dwellings and is within the southern villages ward.

Commuters -The proposed development will clearly be occupied by commuters as there is little to no employment in the area.

Green Lane/A67 - The existing volume of traffic causes major issues for drivers exiting Leven Park via Kirk Road and Kirklevington Village at peak times at this present time and any additional traffic will result in no vehicles being able to exit from both Leven Park or Kirklevington village.

Traffic Lights Green Lane - The installation of traffic lights will only exacerbate the queuing traffic at peak times and slow down traffic. Queuing on Leven Bank is already a major problem to drivers. Traffic will clearly back up to the Crossroads roundabout and beyond causing grid lock.

Peak Times - Morning peak times commences at around 7.30a.m. until 9.15am. and evening peak times commence at 2.30p.m. until 6.30p.m. This is due to the many schools within close proximity to Green Lane. Conyers school are about to change their finish time to 3.15p.m. so we could see the peak start time on an evening moving to 2.00p.m.

A67 Kirklevington village drivers' access - With the ever increasing number of vehicles using the A67 to access the A19 drivers from Kirklevington Village find themselves taking risks when trying to join the traffic. If Stockton Borough are mindful to approve this application, as part of this application traffic controls will need to be put in place at Kirklevington village. This will also be a problem to other areas that will need to be taken into consideration.

A19 escape route - The A67 and Green Lane are a recognized escape route for traffic as and when there is an incident on the A19 that halts the traffic. A recent coach fire on the A19 demonstrates the need for this route to be available to A19 vehicles. This is a regular occurrence.

Trees and hedges green lane - The trees and hedges on Green Lane must not be cut or disturbed in any way. They are an important habitat for birds and other animals.

Green belt/wildlife corridor - this land is extensively used by many wild animals that make their way down to the river leven to access water

Doctors, dentists - will funding be made available to the doctors surgery at Yarm health clinic to expand its services patients' are already being given appointments in Ingleby Barwick due to the lack of appointment places available at Yarm and no evening and weekend services (personally had to go to Ingleby Barwick for an appointment). will more dental places be made available?)

Yarm high street - whilst this is a vibrant and well used high street more and more cars needing to park will only result in residents avoiding Yarm and shopping elsewhere. parking is at capacity already. not all bus routes cover the surrounding areas to allow for residents to access via bus.

Schools - primary - with the already large number of new homes been built on green lane and within Kirklevington village will there be adequate school places made available? can we expect to see the building of additional classrooms or will we find, once again, children having to be catered for in other areas? secondary - Conyers school provides education for students from Yarm, Kirklevington, Castleavington, Ingleby Barwick, Hilton, Maltby and many other areas with many arriving by coach along green lane.

Preschool childcare - this is already limited within the area and mainly based on the high street in Yarm which is already a challenge to parents to access due to the volume of traffic travelling through Yarm throughout the day. what additional facilities will be made available?

Sixth form college - to the south of Stockton borough there are only two state sixth forms - Conyers and Egglecliffe. these cater for students from Yarm, Eaglescliffe, Thornaby, Ingleby Barwick, Hilton, Maltby, Kirklevington, Castleavington and Yarm etc. green lane is the access route for the majority of students attending both these schools.

Employment - there is little to no employment in this area with most working adults having to commute to their places of work mainly via the A19. 600 dwellings x 2 = 1,200 vehicles at a rough estimate and it could be significantly more.

Transport - train -whilst there is a train close by there is no continuous footpath south of green lane which links to the railway station if accessing by foot. bus - at this present time no bus runs along green lane. cycle -there are no cycle routes along green lane nor along the a67. walking - as mentioned before there is no continuous footpath on the southern edge of green lane to allow for a safe route to access schools and, in some parts, not possible to build due gardens fronted up to the road.

Services - electricity which regularly goes off in the area. broadband - we already know that the exchange in Eaglescliffe cannot cater for all residents requiring super-fast fibre broadband and needs to be significantly upgraded. water - once again the supply regularly goes off. sewage - hopefully the present system can now cope with such a large development.

16. Lead Local Flood Authority

The applicant has provided sufficient information to satisfy the Local Lead Flood Authority that a surface water runoff solution can be achieved without increasing existing flood risk to the site or the surrounding area. However, the applicant has not

provided a detailed design for the management of surface water runoff from the proposed development and this information should be secured by condition.

17. Northern Gas Networks

We do not object

18. Northern Powergrid

At present, the electricity network in this area has limited capacity to support additional homes without upgrades. However, all applications will be reviewed as we work closely with you to deliver the necessary infrastructure.

19. National Grid

Regarding planning application 25/1330/OUT, there are no National Grid Electricity Transmission assets affected in this area.

20. SBC Housing Services Manager

Housing Need and Policy Context: The Planning Statement confirms a 20% affordable housing contribution (120 homes), which aligns with Policy H4 of the Local Plan.

Key information required includes - Tenure split on a colour-coded site plan (will not be approved). Strong preference for a minimum of 70% affordable or social rented and up to 30% intermediate, but excluding Discount for Market Sale and First Homes.

Dispersal of affordable units across the site with the objective of creating a "tenure blind" development. Name of the preferred Registered Provider partner or named contact for who will manage the affordable homes. The affordable housing offer should be proportionally representative of the overall proposed housing and include proportions of all property types i.e. if larger family homes or accessible homes are proposed (4beds+ or bungalows) there is an expectation that these will form an element of the affordable housing offer (20%). Particular service demand for 1 bed dwellings in small clusters (up to 6 units in a single location) but without any communal space and all having independent entrances (front doors). Identification of any service charge costs associated with the affordable homes i.e. in relation to any unadopted areas. An indicative forward delivery timeframe for all affordable dwellings. Proposed sales prices for any affordable dwellings that will be made available for intermediate sale.

21. SBC Place Development Manager

Thank you for consulting Place Development on this application. The application seeks outline consent with all matters reserved except access, for up to 600 dwellings in Yarm. We are happy to discuss the nature of our comments with the applicant.

The Stockton-on-Tees Local Design Guide was adopted in March 2023 and presents a 'design process' to ensure the design response of a proposal has been robustly considered. This process begins with a contextual analysis and site appraisal which are utilised to develop a strategic framework plan for a site. From these proposals can be developed and refined. The Local Design Guide can be viewed at Supplementary planning documents - Stockton-on-Tees Borough Council. It is noted that a design and access statement has been included, including a strategic framework plan that indicates the high level principles of development. This should be developed further to a Design Code for the site prior to the submission of a reserved matters application. It is recommended that this requirement be controlled through inclusion of a condition. The design code should be informed by the Local Design guide SPD. The following comments are to guide the applicant in further detailed design:

Placemaking needs to be designed in a holistic manner, incorporating green space, public realm, built form, street layout, parking strategy and SUDs design.

Gateways, nodes, and squares are important points within the scheme to aid legibility, support areas of local activity and creating a character of place. These elements should be identified within the framework plan. Both the hard and soft landscaping should be carefully considered. A varied palette of materials should be included to develop character areas and identify street hierarchy.

It is encouraged that there is a varied approach to car parking where possible, avoiding an overreliance of frontage parking as this can be detrimental to the street scene. Reliance on "stock" house types without consideration for the local character is discouraged, dwellings should be designed with a complementary palette of materials, massing and form fitting the local context to create a characterful and legible scheme.

22. The Environment Agency

Environment Agency position: We have assessed supporting information and confirm that we have no objection to the planning application as submitted subject to the inclusion of the following planning conditions on any planning permission -

Construction Environment Management Plan (CEMP)

The development hereby permitted shall not be commenced until such time as a Construction Environment Management Plan has been submitted to, and approved in writing by, the local planning authority. The scheme shall be implemented as approved. The plan should include, but not limited to, the following:

- o Treatment and removal of suspended solids from surface water run-off during construction works;

- o Approach to ensure no sewage pollution or misconnections;

- o Approach to ensure water mains are not damaged during construction works;

- o Management of fuel and chemical spills during construction and operation, including the process in place to ensure the environment is not detrimentally impacted in the event of a spill;

Reasons This approach is supported by paragraph 187 of the National Planning Policy Framework (NPPF) which recognises that planning should contribute to and enhance the environment by preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability.

Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans.

This approach is also supported by the Planning Practice Guidance (PPG) for water supply, wastewater and water quality, which recognises that the Water Environment Regulations 2017 set out requirements to prevent the deterioration of aquatic ecosystems; protect, enhance and restore water bodies to 'good' status; and achieve compliance with standards and objectives for protected areas. Local planning authorities must, in exercising their functions, have regard to River Basin Management Plans. These plans contain the main issues for the water environment and the actions needed to tackle them.

The Northumbria river basin management plan requires the restoration and enhancement of water bodies to prevent deterioration and promote recovery of water bodies. Without this condition, the impact could cause the deterioration of a quality element to a lower status class because it would result in the elevation of suspended sediments and hazardous substances. This could have significant implications for WFD status and ecology.

Condition - Water Framework Directive (WFD) assessment The development hereby permitted shall not be commenced until such time as a Water Framework Directive Assessment has been submitted to, and approved in writing by, the local planning authority.

Reasons This approach is supported by paragraph 187 of the National Planning Policy Framework (NPPF) which recognises that planning should contribute to and enhance the environment by preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, considering relevant information such as river basin management plans. This approach is also supported by the Planning Practice Guidance (PPG) for water supply, wastewater, and water quality, which recognises that the Water Environment Regulations 2017 set out requirements to prevent the deterioration of aquatic ecosystems; protect, enhance and restore water bodies to 'good' status; and achieve compliance with standards and objectives for protected areas. Local planning authorities must, in exercising their functions, have regard to River Basin Management Plans. These plans contain the main issues for the water environment and the actions needed to tackle them.

The Water Environment (Water Framework Directive) Regulations 2017 and the Northumbria River Basin Management Plan requires the restoration and enhancement of water bodies to prevent deterioration and promote recovery of water bodies. It specifically states that no waterbody should deteriorate in status and aim to achieve Good Status or Good Ecological Potential as soon as is reasonably practical. Any proposed plan or development should not contradict the Northumbria River Basin Management Plan. Without this condition, the impact could cause deterioration of the Water Framework Directive status of the Leven from Tame to River Tees waterbody (GB103025071880). The Leven from Tame to River Tees waterbody (GB103025071880) has an overall status of Moderate.

Informative: The applicant should provide an assessment of the impact of the proposal on water quality in respect to the Leven from Tame to River Tees waterbody (GB103025071880) following the objectives of WFD guidance:

Stage 1 - WFD screening: to determine if there are any activities associated with the Proposed Development that don't require further consideration, for example activities which have been ongoing since before the current RBMP plan cycle and which have thus formed part of the baseline.

Stage 2 - WFD scoping: to identify risks of the proposed development's activities to receptors based on the relevant water bodies and their water quality elements (including information on status, objectives, and the parameters for each water body).

Stage 3 - WFD impact assessment: a detailed assessment of water bodies and their quality elements that are considered likely to be affected by the Proposed Development, identification of any areas of non-compliance; consideration of mitigation measures, enhancements, and contributions to the RBMP objectives. Where the potential for deterioration of water bodies is identified, and it is not possible to mitigate the impacts to a level where deterioration can be avoided, the project would need to be assessed in the context of Article 4.7 of the Directive.

More information can be found on the gov.uk website:

<https://www.gov.uk/guidance/water-framework-directive-assessment-estuarine-and-coastal-waters>

We also have the following comments to make.

Water Quality Permit Requirements - advice to applicant You do not require a permit if you are only discharging uncontaminated surface runoff. If you intend to discharge to surface water for dewatering purposes, this may be covered by a Regulatory Position Statement (RPS) for water discharge activities. If you can comply with all of the conditions within the RPS, then a permit is not required for this activity. Please find the RPS conditions here: Temporary dewatering from excavations to surface water - GOV.UK (www.gov.uk)

If any discharges do not fully comply with the RPS, then a bespoke discharge permit will be required. Please find guidance on applying for a bespoke water discharge permit here: Discharges to surface water and groundwater: environmental permits - GOV.UK (www.gov.uk) The linked page also provides contact information should you need assistance.

Sustainable Urban Drainage Systems (SuDS) - advice to applicant Surface water run-off should be controlled as near to its source as possible through a sustainable drainage approach to surface water management (SuDS). SuDS manage surface water run-off by simulating natural drainage systems. Whereas traditional drainage approaches pipe water off-site as quickly as possible, SuDS retain water on or near to the site. As well as reducing flood risk, this promotes groundwater recharge, helps absorb diffuse pollutants, and improves water quality. Ponds, reedbeds and seasonally flooded grasslands can also be particularly attractive features within public open spaces.

SuDS involve a range of techniques including soakaways, infiltration trenches, permeable pavements, grassed swales, green roofs, ponds and wetlands. As such, virtually any development should be able to include a scheme based around these principles. In doing so, they'll provide multiple benefits and will reduce costs and maintenance needs.

Approved Document Part H of the Building Regulations 2010 establishes a hierarchy for surface water disposal, and encourages a SuDS approach. The first option for surface water disposal should be the use of SuDS, which encourage infiltration such as soakaways or infiltration trenches. In all cases, it should be established that these options are feasible, can be adopted and properly maintained and would not lead to any other environmental problems. For example, using soakaways or other infiltration methods on contaminated land carries pollution risks and may not work in areas with a high water table. Where the intention is to dispose to soakaway, these should be shown to work through an appropriate assessment carried out under Building Research Establishment (BRE) Digest 365.

Further information on SuDS can be found in: o the CIRIA C697 document SuDS manual o HR Wallingford SR 666 Use of SuDS in high density developments o CIRIA C635 Designing for exceedance in urban drainage - good practice o the Interim Code of Practice for Sustainable Drainage Systems - the Interim Code of Practice provides advice on design, adoption and maintenance issues and a full overview of other technical guidance on SuDS Water Resources-advice to applicant If you intend to abstract more than 20 cubic metres of water per day from a surface water source e.g. a stream or from underground strata (via borehole or well) for any particular purpose then you will need an abstraction licence from the Environment Agency. There is no guarantee that a licence will be granted as this is dependent on available water resources and existing protected rights.

Dewatering is the removal/abstraction of water (predominantly, but not confined to, groundwater) in order to locally lower water levels near the excavation. This can allow operations to take place, such as mining, quarrying, building, engineering works or other operations, whether underground or on the surface.

The dewatering activities on-site could have an impact upon local wells, water supplies and/or nearby watercourses and environmental interests.

This activity was previously exempt from requiring an abstraction licence. Since 1 January 2018, most cases of new planned dewatering operations above 20 cubic metres a day will require a water abstraction licence from us prior to the commencement of dewatering activities at the site.

More information is available on gov.uk: <https://www.gov.uk/guidance/water-management-apply-for-a-water-abstraction-or-impoundment-licence#apply-for-a-licence-for-a-previously-exempt-abstraction>

23. NHS

Please see below our response from NHS ICB North East & North Cumbria. Request S106 funds: I am writing in response to the above planning application currently being evaluated by you. Please see below for the required contribution to healthcare should the scheme be approved. Local surgeries are part of ICB wide plans to improve GP access and would be the likely beneficiaries of any S106 funds secured. Local GP Practices are keen to maintain/improve their access, and an increase in patient numbers may require adjustments to existing premises/access methods. Please be advised that we would be unable to guarantee to provide sustainable health services in these areas in future, should contributions not be upheld by developers. In calculating developer contributions, we use the Premises Maxima guidance which is available publicly. This assumes a population growth rate of 2.3 people per new dwelling and we link this increase to the nearest practice to the development, for ease of calculation. We use the NHS Property Service build cost rate of £3,000 per square metre to calculate the total financial requirement. This reflects the current position based on information known at the time of responding. The NHS reserves the right however to review this if factors change before a final application is approved.

GP Practices affected Yarm Medical Centre

Local intelligence This practice falls within the BYTES Primary Care Network which is at full capacity with regards to space requirements to deliver services to their patient list size. S106 funding would support creating extra capacity for them to provide appropriate services to patients

- Number of Houses proposed 600
- Housing impact calculation 2.3
- Patient Impact (increase) 1380
- Maxima Multiplier 0.07
- Additional m2 required (increase in list x Maxima Multiplier) 96.6 m2
- Total Proposed Contribution £ (Additional m2 x £3kpm2, based on NHSPS build cost £289,800

24. Cleveland Police

With regards to your recent outline planning application 25/1330/OUT for up to 600 x Dwellings, Land at Green Lane, Yarm. Cleveland Police encourages applicants to build/refurbish developments incorporating the guidelines of Crime Prevention Through Environmental Design (CPTED). I would like to make you aware that Cleveland Police operate the "Secured by Design" initiative. This is a scheme which promotes the inclusion of architectural crime prevention measures into new projects and refurbishments. I recommend applicant actively seek Secured by Design accreditation; full information is available within the SBD Residential Guide 2025 Guide at www.securedbydesign.com. I encourage contact from applicant/agent at earliest opportunity, if SBD Certification is not achievable you may incorporate some of the measures to reduce the opportunities for crime and anti-social behaviour. Once a development has been completed the main opportunity to design out crime has gone. The local Designing Out Crime Officer should be contacted at the earliest opportunity, prior to submission and preferably at the design stage. The Secured by Design Residential Guide highlights that the concepts and approach adopted within this guide can be used to influence strategic planning policies, in support of Paragraph 102a of the NPPF. The National Planning Policy Framework 2024 paragraph 96(b), which states that Planning policies and decisions should aim to achieve healthy, inclusive, and safe places which are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion...The

National Planning Policy Framework 2024, paragraph 135(f) which states that "Planning policies and decisions should ensure that developments create places that are safe, inclusive and accessible... and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience". Stockton-on-Tees Borough Council Local Plan, Policy SD8 includes the following... 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.

Supplementary Planning Guide, Local Design Guide Section 3.6 and Sustainable Design Guide Section 4.9 also refer to Security & Safety. Another material consideration is Section 17 of The Crime and Disorder Act 1998. Further information on the Secured By design initiative can be found on www.securedbydesign.com Although not an SBD requirement, Stockton along with many other areas nationwide suffers from offences of metal theft. These include copper piping, boilers, cables and lead flashing. Buildings under construction are particularly vulnerable. I recommend that alternative products be utilized where possible. Many new builds are now using plastic piping where building regulations allow and alternative lead products. Strong consideration should also be given in relation to the provision of On- Site Security throughout the lifespan of the development. There is information contained within the Construction Site Security Guide 2021 also on the SBD website that may assist. In addition to the above and having viewed the proposal I would also add the following comments and recommendations.

All doors and windows are recommended to be tested and certified PAS24: 2022 / 2016 standards (or equivalent) This includes garage doors. These must be dual certified for both fire and security. Dusk til dawn lights are recommended to each elevation with an external door-set. This also includes any proposed garage doors and side in curtilage parking areas, particularly those that are 50% or more of the length of side elevation of plot it serves. .ALL roadways and pathways, adopted or otherwise, are recommended to be to BS5489-1:2020 standards with a uniformity preferably to Secured by Design recommended one of 40%, as a minimum 25%. Neighbourhood permeability... is one of the community level design features most reliably linked to crime rates. Excessive permeability should be eliminated. On the proposed Illustrative Master Plan within the application, I would comment that the permeability as shown is excessive. All proposed side and rear treatments onto public realm are recommended to be to 2.0m in height. Those to rear/rear side of Plots backing onto open space recommended to be increased to minimum of 2.2m, preferably 2.4m. Defensive planting to external façade of boundary treatments backing onto open space should be considered also. Locate all side boundary treatments as far forward to the front elevations of the properties as possible to eliminate recesses. Boundary treatments between rear gardens are recommended to be 1.8m in height. Often these rear side treatments are proposed to be lower-level post and rail, this option offers neither security or privacy and I would recommend against it. Defensible space to each plot is an important consideration. Ginnel access serving several rear gardens should be avoided where possible. If they are deemed necessary, a lockable gate is required at initial access point as well as each individual garden. Any proposed PROW, informal pathways, cycle lanes etc. are to be incorporated into active street frontages to avoid creating potential crime generators. Any proposed links to existing or future phases of development are to be afforded maximum surveillance, be formalised and be fronted onto. Vehicles should either be parked in locked garages or on a hard standing within the dwelling boundary. Where communal parking areas are necessary, bays shall be sited in small groups, close and adjacent to homes, be within view of active rooms and clearly marked, so that it is obvious which parking spaces belong to which dwellings. The word 'active' in this sense means rooms in building

elevations from which there is direct and regular visual connection between the room and the street or parking court. Such visual connection can be expected from rooms such as kitchens and living rooms, but not from more private rooms, such as bedrooms and bathrooms. Rear parking courtyards are discouraged as they introduce access to rear elevations, which may leave dwellings vulnerable to burglary. In private developments, such areas are often left unlit and therefore increase the fear of crime. Ungated courtyards provide areas of concealment which can encourage anti-social behaviour. Where rear parking courtyards are considered absolutely necessary, they must be protected by a gate, the design of which shall be discussed with the DOCO at the earliest possible opportunity. Where gardens abut the parking area an appropriate boundary treatment should be discussed and agreed by the DOCO. again, the above lighting specification standards apply. In relation to any proposed play areas....Poorly designed and specified communal areas, such as playgrounds, toddler play areas, seating facilities have the potential to generate crime, the fear of crime and anti-social behaviour. These may often be referred to as: Local Areas of Play (LAP) - primarily for the under 6-year-olds.

Local Equipped Area for Play (LEAP) - primarily for children who are starting to play independently.

Neighbourhood Equipped Area of Play (NEAP) - primarily for older children.

Multi-Use Games Areas (MUGA) - primarily for older children.

Facilities should be designed to allow natural surveillance from nearby dwellings with safe and accessible routes for users to come and go.

Boundaries between public and private space should be clearly defined and open spaces must have features which prevent unauthorised vehicular access.

Communal spaces as described above should not immediately abut residential buildings.

The provision of inclusively designed public open amenity space, as an integral part of residential developments, should make a valuable contribution towards the quality of the development and the character of the neighbourhood.

To do this, it must be carefully located to suit its intended purpose - mere residual space unwanted by the developer is very unlikely to be acceptable. The open space must be inclusively designed with due regard for wayfinding, permeability and natural surveillance. Adequate mechanisms and resources must be put in place to ensure its satisfactory future management and maintenance.

Care should be taken to ensure that a lone dwelling will not be adversely affected by the location of the amenity space. It should be noted that positioning amenity/play space to the rear of dwellings can increase the potential for crime and complaints arising from increased noise and nuisance.

Play areas should ideally be designed so that they can be secured at night. This is to reduce the amount of damage and graffiti that occurs after dark. The type of fencing and security measures will need to vary to suit the area. However, consideration should be given to a single dedicated entry and exit point to enable parental/guardian control and supervision.

Fencing at a minimum height of 1.2m can often discourage casual entry, provide a safe clean play area, and reduce damage to the equipment.

The specific requirements such as child safeguarding, preventing dogs entering, etc. should be discussed with the DOCO.

Fixtures and fittings should be as resistant to damage and graffiti as possible.

25. Chief Fire Officer (Cleveland Fire Brigade)

Cleveland Fire Brigade offers no representations regarding the development as proposed. As a result of plans not detailing dwelling plots and access roads, accurate

assessment cannot be made against Approved Document B, Volume 1:2019, Section B5 for Dwellings. However Access and Water Supplies should meet the requirements as set out in: Approved Document B, Volume 1:2019, Section B5 for Dwellings. It should be noted that Cleveland Fire Brigade now utilise a Magirus Multistar Combined Aerial Rescue Pump (CARP) which has a vehicle weight of 18 tonnes. This is greater than the specified weight in AD B Vol 1 Section B5 Table 13.1.

Cleveland Fire Brigade also utilise Emergency Fire Appliances measuring 3.5m from wing mirror to wing mirror. This is greater than the minimum width of gateways specified in AD B Vol 1 Section B5 Table 13.1.

Cleveland Fire Brigade is fully committed to the installation of Automatic Fire Suppression Systems (AFSS) in all premises where their inclusion will support fire safety, we therefore recommend that as part of the submission the client consider the installation of sprinklers or a suitable alternative AFS system.

26. Sport England

Non-statutory planning advice: The proposed development does not fall within our statutory remit (Statutory Instrument 2015/595) and, therefore, Sport England has not provided a detailed response in this case but would wish to give the following advice to aid the assessment of the application. General planning guidance and advice can be found on our website: https://www.sportengland.org/how-we-can-help/facilities-and-planning/planning-for-sport#planning_applications

Loss of sports facilities: If the proposal involves the loss of any sports facility, then full consideration should be given to whether the proposal meets Paragraph 104 of the National Planning Policy Framework (NPPF), is in accordance with local plan policies to protect sport and recreation facilities, and whether it meets any approved Playing Pitch Strategy or Built Sports Facility Strategy that the local authority has in place.

New sports facilities : If the proposal involves the provision of a new sports facility, then consideration should be given to the recommendations and priorities set out in any approved Playing Pitch Strategy or Built Sports Facility Strategy that the local authority may have in place. In addition, to ensure they are fit for purpose, such facilities should be designed in accordance with design guidance notes produced by Sport England, or the relevant sport National Governing Body.

Design Guidance notes: <http://sportengland.org/facilities-planning/tools-guidance/design-and-cost-guidance/>

Meeting the needs of new housing: If the proposal involves the provision of additional housing, then it will generate additional demand for sport. If existing sports facilities do not have the capacity to absorb the additional demand, then new and/or improved sports facilities should be secured and delivered in accordance with any approved local policy for social infrastructure, and priorities set out in any Playing Pitch Strategy or Built Sports Facility Strategy that the local authority has in place. Our Sports Facility Calculator is a tool that can be used to estimate the additional demand for key community sports facilities from a new population and convert that demand into sport facility requirements with indicative costs. Guidance on how to use the tool is available on the link below. Sports Facility Calculator: <https://www.activeplacespower.com/>
Other relevant guidance, tools and contacts

Active Design: In line with the Government's NPPF (including Section 8) and PPG (Health and wellbeing section), consideration should also be given to how new development, especially new housing, will provide opportunities for people to lead healthy lifestyles and create healthy communities. Sport England's Active Design guidance can be used to help with this when developing or assessing a proposal. Active Design provides ten principles to help ensure the design and layout of development encourages and promotes participation in sport and physical activity.

NPPF Section 8: <https://www.gov.uk/guidance/national-planning-policy-framework/8-promoting-healthy-communities>

PPG Health and wellbeing section: <https://www.gov.uk/guidance/health-and-wellbeing>

Sport England's Active Design Guidance: <https://www.sportengland.org/how-we-can-help/facilities-and-planning/design-and-cost-guidance/active-design>

Planning conditions: We maintain a list of model planning conditions covering issues such as - creation of new playing field, compliance with design guidance notes, sports lighting and community use.

Community Use Agreements (CUA): Central Government wishes to see the availability of sports facilities to the wider community when they're not being utilised by the main user, as they see schools being at the heart of local communities. To help with this ambition we have developed a template community use agreement.

Planning Conditions and Community Use Agreements:

<https://www.sportengland.org/guidance-and-support/facilities-and-planning/planning-sport/planning-applications>

National Governing Bodies of Sport: Although Sport England is not in a position to provide a detailed response on this occasion, where relevant you may wish to consider advice provided by recognised sport National Governing Bodies (NGBs), a list of which is available on our website using the link below:

NGBs: https://www.sportengland.org/guidance-and-support/national-governing-bodies?section=expertise_advice_and_tools-section

27. Forestry Commission

No objection but provides the following information:

Ancient Woodlands (ASNW/PAWS) and Ancient & Veteran Trees (AVT): Ancient woodlands, and ancient & veteran trees, are irreplaceable. They have great value because they have a long history of woodland cover, with many features remaining undisturbed, including immensely complex ecological processes and relationships, above and below the ground. This applies equally to Ancient Semi Natural Woodland (ASNW), Plantations on Ancient Woodland Sites (PAWS) and ancient and veteran trees (AVT). It is Government policy to refuse development that will result in the loss or deterioration of irreplaceable habitats including ancient woodlands and/or ancient and veteran trees, unless “there are wholly exceptional reasons and a suitable compensation strategy exists” (NPPF paragraph 186c). It is not possible to fully compensate for the loss of irreplaceable habitat. The TCP (Consultation) (England) Direction 2024 (published January 2024) requires local planning authorities in England to consult the Secretary of State before granting planning permission for certain types of development, including development that affects ancient woodland: The Town and Country Planning (Consultation) (England) Direction 2024 - GOV.UK(www.gov.uk). The Application Page 31 of the Ecological Appraisal (OS Ecology, June 2025) states that the likely impacts of the proposed works are anticipated to be: Potential impacts on the East and West Gill Grassland LWS, Leven Bridge Grassland LWS and Spell Close Wood (Ancient Woodland) through increased recreational activity associated with a footpath link. Spell Close Wood ancient woodland is joined contiguously to the site via Priority Habitat (deciduous woodland), the loss or deterioration of which is likely to have a knock-on impact on the ancient woodland itself, and to other areas of ancient woodland more distant to the site. Spell Close Wood is also linked hydrologically and hydro ecologically to the application site, via East Gill, which runs from the site, through the woodland to the River Leven.

Joint Natural England and Forestry Commission Standing Advice on Ancient Woodland: For more information on the impacts of development on ancient woodland and how to assess these, please see the joint Forestry Commission /Natural England Standing Advice on Ancient Woodland –“Ancient woodland, ancient trees and veteran

trees: advice for making planning decisions”, the supporting guidance included within it, and Keepers of Time –A Statement of Policy for England’s Ancient and Native Woodland (published June 2005). The standing advice also provides information on mitigation, including the use of buffers. Proposals in proximity to ancient woodland should have a buffer zone of at least 15m from the boundary of the woodlands. Where assessment shows other impacts are likely to extend beyond this distance, for example the effects of air pollution from increased traffic and/or industrial processes , increased light and noise pollution disturbing fauna (bats feeding in invertebrates etc.), the proposal is likely to require a larger buffer zone. We would be keen to engage further with the developer in relation to any mitigation and compensation strategies. In relation to non-ancient woodland and trees , we would like to draw your attention to paragraph 131 of the NPPF which states that planning policies and decisions should ensure that existing trees are retained wherever possible.

Biodiversity Net Gain (BNG) Although outside of the boundary of the development, Spell Wood ancient woodland (an irreplaceable habitat), and the contiguous areas of Priority Habitat deciduous woodland which extend up to the site, are likely to be impacted by the proposed development. As such NPPG would require that these areas are taken into consideration when formulating BNG plans for the site. Suitable mitigation measures would be required to remove impacts to the ancient woodland wherever possible, and to limit impacts to the Priority Habitat, and provide suitable compensation in the event that impacts cannot be fully mitigated. The area of land set aside in the Illustrative Masterplan for BNG/Nutrient Neutrality, presents an excellent opportunity for the creation of native broadleaved woodland, both as a buffer to mitigate potential impacts to the existing woodlands, but also to improve the condition of those woodlands and expand the existing habitat. One of the impacts cited in the Ecological Appraisal is that of increased recreational use of the ancient woodland, by the residents of the new development. Providing an area of woodland closer at hand would likely significantly reduce this potential impact. Woodlands and other green infrastructure can also play a vital role in flood prevention, and reducing the risks posed to new developments from increased rainfall intensity, more frequent heavy rainfall events, wetter winters and hotter summers, associated with climate change projections. What is most important to the Forestry Commission in this case is that there will be no loss or detrimental impact as a result of this proposed development on ancient woodland as mentioned above.

28. Teesside Airport

The proposed development has been examined from an aerodrome safeguarding perspective in accordance with the UK Regulation (EU) No 139/2014 and could conflict with safeguarding criteria unless any planning permission granted is subject to the Condition detailed below:

Submission of Landscaping Scheme and Submission of SUDS Details

It is important that any conditions requested in this response are applied to a planning approval. Where a Planning Authority proposes to grant permission against the advice of Teesside International Airport, or not to attach conditions which Teesside International Airport has advised, it shall notify Teesside International Airport, and the Civil Aviation Authority as specified in the Town & Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosive Storage Areas) Direction 2002.

29. Ministry Of Defence

I write in respect of the above planning application on behalf of the Ministry of Justice (MoJ). HMP. Kirklevington Grange is situated immediately to the west of the planning application site. HMP Kirklevington Grange is an established part of the local area and contributes to the local community with a café and car wash. The MoJ does not object

to the principle of residential development in this location, however, they have some concerns which will need to be addressed as part of the planning application process or via planning condition. These are as follows:

Construction Matters: It is noted that the planning application is for outline consent with all matters reserved except access. A Construction Traffic Environmental Management Plan (CTEMP) will be required for this type of development and it is requested that this be conditioned (should the application be determined favourably). The CTEMP should include (but not be limited to) the following information: Construction Access - this should be via Green Lane and should not utilise the existing access leading to Hutchinson Hobbs Farm Shop as this could impact the main access of HMP Kirklevington Grange to the south west.

Construction Compound - the CTEMP should include the location of the construction compound.

Construction working hours - it is anticipated that these would be standard construction working hours (8-6pm Monday to Friday).

Details of Construction Traffic Routes - as stated it is anticipated that the construction access will be from Green Lane but it would also be useful to know the primary construction route noting that this is likely to be A19/A67/A1044.

Construction noise - we would expect that a construction noise assessment be appended to any CTEMP to identify any specific noise relative to the construction compound and works.

O Contractor contact details - The CTEMP should include contact details for the lead contractor.

Traffic Analysis - Committed Sites: It is noted that there are number of committed sites identified within the Transport Assessment however this section (8.4) does not include the housing site on the former Yarm School Playing Fields (application ref: 22/1846/REM) which is currently being developed (albeit, this is mentioned in the context of roundabout improvements later in the report). The committed sites section also does not include the recently submitted application for Kirklevington Hall (application ref: 25/1001/FUL - former Judges Hotel site). Both of these sites are adjacent to HMP Kirklevington and therefore in close proximity to the application site. It is considered that the Transport Assessment should assess the traffic impact of both of these sites as they are likely to have a cumulative highways impact on local routes.

Road Safety Audit: The Road Safety Audit referenced at Appendix A of the Transport Assessment does not appear to have been included. It would be useful to see a copy of this document when it is submitted.

Drainage Strategy Plan: It is noted that an outline Drainage Strategy Plan has been submitted with the application. The plan shows two SUD attenuation ponds draining into the East/West Gill Beck which runs parallel to the access road to HMP Kirklevington Grange. Further detail will be required (by condition) in respect of the drainage strategy to ensure it does not impact on the neighbouring area including HMP Kirklevington Grange.

Conclusions: I trust the above is in order and would be grateful if the Council could keep me updated on the progress of this application and the submission of any additional information.

Publicity

30. Neighbours were notified by individual letters and wider publicity has been given via press advert/site notice. 598 letters of objection and 7 general representations. A summary of the comments is below;

- Development is on greenfield land outside Stockton Borough Council's Local Plan settlement limits.
- Site is not allocated for housing; conflicts with Local Plan policies.

- Severe congestion predicted on Green Lane, Leven Bank, A1044, A67, and Crossways roundabout.
- Proposed signalised junctions likely to worsen flow; diversion route for A19 emergencies compromised.
- GP surgeries and NHS dentists at capacity; Schools also near or over capacity;
- Emergency services and public transport provision inadequate.
- Loss of greenfield/agricultural land, hedgerows, and mature trees.
- Harm to biodiversity: deer, bats, badgers, and red-listed bird species.
- Increased air and noise pollution.
- Flood risk and drainage concerns: Green Lane prone to standing water
- Fear of urban sprawl eroding Yarm's historic market town identity.
- Light pollution concerns near North York Moors Dark Skies Reserve.
- Loss of countryside walks and rural setting.
- Stockton's Housing Supply Assessment shows over-provision; 5.33 years deliverable supply. Shortfall of only 134 dwellings when Mount Leven retirement village included—no justification for 600-unit scheme.
- Football Foundation highlights shortfall in playing pitch capacity.
- Inadequate engagement and short response windows.
- Concerns over perceived bias in developer-led assessments and lack of robust evidence.
- Cumulative Development Impact with existing development and other pending applications considered unsustainable.
- Construction Impact due to proposed 9-year build period raises concerns about prolonged disruption.
- The Council should Prioritize brownfield sites over greenfield land.
- Removal of Yarm Driving Range opposed with request for a replacement multi-use sports centre with driving range facilities.

Planning Policy Considerations

31. 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.
32. 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

33. 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.

34. 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.

Local Planning Policy

35. 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 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:
 - a. Supporting the aspiration of delivering housing in the Regenerated River Tees Corridor (as identified on the Policies Map) in close proximity to Stockton Town Centre. Key regeneration sites which provide major opportunities for redevelopment include: Queens Park North, Victoria Estate, Tees Marshalling Yard and Land off Grangefield Road
 - b. Supporting residential development on sites within the conurbation as defined by the limits to development which comprises the main settlements of Stockton, Billingham, Thornaby, Ingleby Barwick, Eaglescliffe and Yarm.
 - c. Creating a Sustainable Urban Extension to West Stockton.
 - d. Promoting major new residential development at Wynyard leading to the area becoming a sustainable settlement containing general market housing and areas of executive housing in a high-quality environment.
 - e. Supporting residential development in villages (as shown on the Policies Map) through the recognition of existing commitments and new build within the limits to development where the land is not allocated for another purpose.
4. New dwellings within the countryside will not be supported unless they:
 - a. Are essential for farming, forestry or the operation of a rural based enterprise; or
 - b. Represent the optimal viable use of a heritage asset; or
 - c. Would re-use redundant or disused buildings and lead to an enhancement of the immediate setting; or
 - d. Are of an exceptional quality or innovative nature of design. Such a design should:
 - i. be truly outstanding or innovative, helping to raise standards of design more generally in rural areas;
 - ii. reflect the highest standards in architecture;
 - iii. significantly enhance its immediate setting; and
 - iv. be sensitive to the defining characteristics of the local area.

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.
 - b) Protecting and enhancing designated sites (including the Teesmouth and Cleveland Coast Special Protection Area and Ramsar) and other existing resources alongside the provision of new resources.
 - 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.
 - d) Enhancing woodlands and supporting the increase of tree cover where appropriate.
 - e) Supporting development of an appropriate scale within the countryside where it does not harm its character and appearance, and provides for sport and recreation or development identified within Policies SD3 and SD4.
 - f) Ensuring any new development within the countryside retains the physical identity and character of individual settlements.
 - g) Directing appropriate new development within the countryside towards existing underused buildings on a site for re-use or conversion in the first instance. Only where

it has been demonstrated to the satisfaction of the local planning authority that existing underused buildings would not be appropriate for the intended use should new buildings be considered.

h) Supporting the conversion and re-use of buildings in the countryside where it provides development identified within Policies SD3 and SD4, and meets the following criteria:

i. The proposed use can largely be accommodated within the existing building, without significant demolition and rebuilding;

ii. Any alterations or extensions are limited in scale;

iii. The proposed use does not result in the fragmentation and/or severance of an agricultural land holding creating a non-viable agricultural unit; and

iv. Any associated outbuildings/structures are of an appropriate design and scale.

i) Considering development proposals within green wedges against Policy ENV6.

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.

k) Supporting proposals within the Tees Heritage Park which seek to increase access, promote the area as a leisure and recreation destination, improve the natural environment and landscape character, protect and enhance cultural and historic assets, and, promote understanding and community involvement.

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.
4. Priorities for interventions to conserve and enhance the historic environment include the conservation areas of Stockton and Yarm, assets associated with the route of the Stockton & Darlington railway of 1825, the branch line to Yarm and associated structures, and assets identified as being at risk. These assets, along with Preston Park, are also the priorities for celebrating the historic environment.

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.

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 CO2 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 CO2 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.

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.
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.

8. Within critical drainage areas or other areas identified as having particular flood risk issues the Council may:

a. Support reduced run-off rates.

b. Seek contributions, where appropriate, towards off-site enhancements directly related to flow paths from the development, to provide increased flood risk benefits to the site and surrounding areas.

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.

4. Sites designated for nature or geological conservation will be protected and, where appropriate enhanced, taking into account the following hierarchy and considerations:

a. Internationally designated sites - Development that is not directly connected with or necessary to the management of the site, but which is likely to have a significant effect on any internationally designated site, irrespective of its location and when considered both alone and in combination with other plans and projects, will be subject to an Appropriate Assessment. Development requiring Appropriate Assessment will only be allowed where:

i. It can be determined through Appropriate Assessment, taking into account mitigation, the proposal would not result in adverse effects on the site's integrity, either alone or in combination with other plans or projects; or ii. as a last resort, where, in light of negative Appropriate Assessment there are no alternatives and the development is of overriding public interest, appropriate compensatory measures must be secured.

b. Nationally designated sites - Development that is likely to have an adverse effect on a site, including broader impacts on the national network of Sites of Special Scientific

Interest (SSSI) and combined effects with other development, will not normally be allowed. Where an adverse effect on the site's notified interest features is likely, a development will only be allowed where:

- i. the benefits of the development, at this site, clearly outweigh both any adverse impact on the sites notified interest features, and any broader impacts on the national network of SSSI's;
 - ii. no reasonable alternatives are available; and
 - iii. mitigation, or where necessary compensation, is provided for the impact.
- c. Locally designated sites: Development that would have an adverse effect on a site(s) will not be permitted unless the benefits of the development clearly outweigh the harm to the conservation interest of the site and no reasonable alternatives are available. All options should be explored for retaining the most valuable parts of the sites interest as part of the development proposal with particular consideration given to conserving irreplaceable features or habitats, and those that cannot readily be recreated within a reasonably short timescale, for example ancient woodland and geological formations. Where development on a site is approved, mitigation or where necessary, compensatory measures, will be required in order to make development acceptable in planning terms.

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).

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.

7. The Council will support proposals for specialist housing, including extra care and supported housing to meet identified needs. Accommodation will seek to deliver and promote independent living.

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.
10. To widen the overall housing offer, the Council will support the delivery of custom and selfbuild housing. The Council will:
- a. Regularly monitor the demand for custom and self-build housing and assist in facilitating the delivery of land/sites, where appropriate.
 - b. Encourage applicants to consider incorporating plots for custom and self-build housing within larger housing developments.

Transport and Infrastructure Policy 1 (T1) - 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. Supporting upgrades to railway stations within the Borough to improve access and safety;
 - d. Improving public transport interchanges to allow integration between different modes of transport;
 - e. Working with public transport operators to maintain and enhance provision wherever possible;
 - f. Working with partners to promote the provision of accessible transport options for persons with reduced mobility; and
 - g. Ensuring appropriate provision is made for taxis and coaches.
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:
 - a. Bridge and footway/cycleway link across the Rivers Tees between Ingleby Barwick and Egglecliffe;
 - b. Cycleway/footway from Durham Road, Thorpe Thewles to Wynyard Woodland Park;
 - c. Cycleway/footway to the north of Mill Lane, Long Newton;
 - d. Cycleway/footway from Elton Interchange to Durham Lane Industrial Estate;
 - e. Cycleway/footbridge across the A689 (via a bridge) to connect with the wider cycleway network at Wynyard Road; and
 - f. Car parking to the west of Egglecliffe Station and footbridge over the railway line.

5. Essential infrastructure that will facilitate sustainable freight movements by rail and water will be retained.

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 Bishopston Avenue, Stockton.

iv. A689 at Wynyard:

1. Improvements at five roundabouts on A1185 Seal Sands Link Road- Wolviston Services- Wynyard Business Park- Wynyard East- Wynyard West.

2. Additional Lane on the northern carriageway of the A689/A19 junction to provide 3 lanes (removing existing footway) and a replacement separate cycle/footbridge over the A19.

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.

Aviation

9. The Councils approach to development at Durham Tees Valley Airport is outlined in Policy EG5.

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 its 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 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.

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.

Material Planning Considerations

36. The main planning considerations in the determination of this application include the principle of development and the impacts of the development on the visual amenity of the area, residential amenity, highway safety, flood risk, ecology and other matters arising out of consultation

Principle of development

37. The National Planning Policy Framework (NPPF) sets out the governments objectives for the planning system and in particular those for achieving sustainable development. The three dimensions of sustainable development are economic, social and environmental. The NPPF also includes a number of core planning principles one of which is the need to identify and meet housing needs as well as respond positively to wider opportunities for growth. Paragraph 61 of the NPPF details the importance the Government attaches to boosting significantly the supply of housing.
38. In terms of local planning policies there are no specific designations which apply to this site other than the site lies outside the limits to development, consequently the site forms part of the open countryside. Policy SD3 seeks to control development within the countryside beyond these limits and is restricted unless it meets certain criteria.

39. However, just because the site is outside the 'limits of development', the proposed development should not be ruled out purely on the grounds of falling outside the settlement boundary and there are other factors to be weighed in the overall balance which are considered in more detail below.

Five Year housing supply

40. Comments have been received that state the application has failed to demonstrate a need for the development, however the housing requirement figure has been set using the latest Government Methodology as required by the NPPF (2024), and as the Council cannot demonstrate a 5 year supply and the application will need to be determined in accordance with Paragraph 11 of the NPPF.
41. Para 11 states “for decision-taking this means approving development proposals that accord with the development plan without delay; 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 the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for refusing the development proposed; or 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, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination”.
42. Paragraph 232 of the NPPF states policies should not be considered out of date simply because they were adopted prior to the publication of the Framework and due weight should be given to relevant policies in existing plans according to their degree of consistency with the Framework, i.e. the closer the policies in the plan to those in the Framework, the greater the weight that may be given.
43. In terms of visual impact, policies to safeguard the countryside are relevant and are considered further below. These policies are broadly consistent with the Framework. However, the approach of Policy SD3 in seeking to control the principle of development beyond settlement boundaries is more restrictive than the approach set out in the Framework. The balancing of harm against benefit is a defining characteristic of the Framework’s overall approach embodied in the presumption in favour of sustainable development. Because of this, where Policy SD3 is used to restrict housing, it cannot be seen to be consistent with the Framework and is therefore out of date and the proposal should therefore be assessed using the approach set out in the second bullet point of the decision-taking section of paragraph of the Framework and only if the Council is able to demonstrate harm which “significantly and demonstrably” outweighs the benefits of the development should consent be refused.

Delivery of the housing

43. The applicant states “*Subject to the granting of a timely outline planning approval, Taylor Wimpey would be looking to progress with a reserved matters application shortly afterwards with a view to starting on site as quickly as possible. In this regard, it is envisaged that first occupations could take place within approximately 24 months of the submission of the outline planning application with anticipated delivery being in the order of 40 homes a year thereafter. As such, it is envisaged that the proposed development could deliver approximately 120 new homes within the 5 year period*”..

44. During the course of the applications in and around Yarm it became apparent that there are capacity issues in relation to providing electricity for future homes. Whilst this may affect delivery in the short term, the Council is required to maintain a rolling five-year housing land supply updated annually in line with paragraph 78 of the NPPF.
45. Even homes that come forward after the end of the current five year period will contribute to future iterations of the Council's annual housing land supply monitor and it is considered that the weight afforded to the delivery of homes that may be in year 6 rather than year 3, for example should not be reduced, unless it is uncertain as to whether there will be delivery at all.
46. NPG were consulted and do not suggest that the required upgrade works will never come forward, only that the timescale is uncertain, it is likely that a proportion of the housing could be delivered with the remainder coming forward once the required upgrades/ new infrastructure is provided.

Sustainability

47. One of the core land-use planning principles, in the National Planning Policy Framework is "*the need for planning to actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling and to focus significant development in locations which are or can be made sustainable*". Objections have been received from residents commenting that the site has no regular bus service/links and this development will put pressure on services in the area.
48. In terms of proximity to services, the development is opposite an existing modern housing estate with facilities in a local centre, Healaugh Park. The proposed site is approximately 800m-1.5km from the nearest secondary school with adequate lit foot and cycle paths to access this facility and 500m – 1km to the nearest two primary schools again with easy and accessible routes.
49. Whilst the distances to key amenities and local centres exceed the recommended 800m walking distance from a number of properties within the site, the quality of the routes ensures they remain viable options for pedestrians/cyclists and are the same routes that existing housing development opposite the site would use. These routes are generally safe, direct, convenient, and accessible for people of all abilities, ensuring walkability/cycling in the area.
50. It should be noted that manual for Streets states "*Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and states that walking offers the greatest potential to replace short car trips, particularly those under 2 km*".
51. In terms of bus services, the applicant has proposed the diversion of the Number 7 service that would enter the site from the Glaisdale Road access along the site spine road and leave the site via the Kirk Road access which will lead to a substantial improvement to the sustainability of the site and the existing area to the north of Green Lane. This can be secured in the legal agreement (S106).
52. Cycle paths and footpath links to the existing network are to be provided and it is considered that's in view of the proximity of reasonably accessible services and a choice of transport modes, it is considered that this site is in a sustainable location to support

new development, and occupants would not necessarily need to solely rely on the private car.

53. Concerns have been raised regarding the impact of the scheme on local schools and facilities, doctors and dentists. However, notwithstanding the lack of objection from these bodies, or substantive evidence to suggest that their capacity is limited, no evidence has been put forward to state the private and public services cannot cope with the development and no objections have been raised from the bodies responsible for the public services and therefore it is considered that this in itself would not warrant refusal of the application.

Loss of Agricultural Land

54. The best and most versatile agricultural land is classified as Grades 1, 2, and 3a, which are capable of supporting a wide range of crops and high yield.
55. An Agricultural Land Classification report accompanies the application and in summary, the report considered an area of 61.3 hectares and identifies that the soil type and characteristics of the land are slightly mixed quality but primarily comprise medium to strong clay loam soil overlying clayey subsoils. A Localised area (3.2 hectares) within the central southern portion can be considered Grade 3a, however the physical area is very limited. Given dominant presence of medium / strong clay soils and sub soils through majority of site combined with low lying position and poor natural drainage characteristics, the Agricultural Land Classification limited to ALC Grade 3b overall.
56. Given the findings of the report it is considered that the loss of a small proportion of Grade 3a land (5%) is not a significant constraint to the development. Nonetheless the land is shown on the indicative plan to be a potential area for BNG and/or Nutrient Neutrality.

Loss of the Driving Range

57. Comments have been received regarding the loss of the driving range and that it should be replaced. The Applicant has confirmed that the farm shop and driving range buildings will be retained, which it is understood will be re-used by the landowner
58. When preparing the local plan and associated SPDs, none of the evidence based reports include an assessment of golf course or driving ranges. The driving range has no statutory protection and is a commercial enterprise and whilst it is regrettable that the facility will close it is not an Asset of Community Value which Policy TI2 is seeking to protect and therefore the loss can be given limited weight
59. Policy ENV6 of the Stockton Local Plan advises that the Council 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 one of a number of criteria are met. However, the existing driving range is not allocated as open space on the Policies Map nor is it amenity open space and the development proposal therefore do not conflict with Policy ENV6.

Economic/Social Benefits

60. It is recognised that a key benefit of the proposed development would be that it contributes towards the boroughs housing land supply, as well providing contributions

for affordable housing units. These have both social and economic benefits as set out within the three elements of the definition of sustainable development. Furthermore, the development would provide a number of jobs in the construction industry and supply chain in the short term, and such benefits are consistent with the aims of the NPPF in supporting economic growth.

61. Whilst these houses may not be delivered early on in the 5 year period due to the constraints in terms of the electricity, the Council needs to have a five year rolling supply and as detailed in paragraphs 43-46 the provision of housing can be afforded significant weight and would not be a reason to refuse the application.

Visual Implications/Character of the area

62. The application is accompanied by a landscape and visual appraisal which has been assessed by a landscape architect who confirms that it is generally acceptable given the methodology provided. The LVIA considers the magnitude of change brought about through the proposed development alongside the level of sensitivity for each landscape area or receptor and the level of landscape or visual effects is expressed as a combination of these two elements
63. The LVIA states the wider landscape around Stockton-on-Tees is varied, combining settlement and countryside, but maintains a strong and recognisable structure shaped by undulating landform and intermittent woodland. At larger scales, the proposed development is judged to have negligible impact nationally and slight impact regionally.
64. At the local level, the site lies within urban-fringe farmland, a landscape typically enclosed by woodland, hedgerows, and rolling topography. Settlements ranging from dispersed farmsteads to denser housing at Yarm are common features. Key landscape elements such as trees, hedgerows, and wooded boundaries will largely be retained. The development's effect on the immediate local landscape is assessed as Slight–Moderate, reducing to Slight as new planting matures and integrates the site. Adjacent areas will experience Negligible to Slight effects.
65. A landscape framework plan sets out measures to integrate the development, including new woodland, hedgerow planting, and habitat enhancement areas. These will help support wildlife, improve ecological value, and align with national character area objectives.
66. Consultee comments received in regards to landscape state that the proposed development is outside of the limits to development and as such is poorly related to the existing settlement and represents an incursion into open countryside however the extent to which the proposals would be likely to conflict with policies dealing with landscape and visual matters and the weight that should be attached is a matter to be weighed in the balance when considering the benefits versus the harm.
67. Whilst the site is outside the limits to development, the site is not subject to any national or local landscape designations such as National Park, AONB or Green Wedge/Belt. Comments that the site is poorly related to the existing settlement are acknowledged however there are developments in along this side of Green Lane including the housing at Kirklevington Prison and the sites further west beyond Yarm School Playing Pitches.
68. Whilst it is acknowledged that the provision of housing on the edge of any areas of open space will have a negative impact in the sense that it replaces green areas with

built form, the LVIA also recognises that the development proposals would not appear incongruous on the edge of the settlement.

69. Notwithstanding the extent of building development, the proposals also include elements of open space and landscaping throughout the site and the retention of the hedge along Green Lane, other than the areas removed to create the access, all of which would help to soften the development as a whole and integrate it into the surrounding landscape.
70. Comments from Active Travel England in relation to the tree belt and hedgerow are noted and whilst the ATE welcome pedestrian and cycles links through this area it is considered that the character of the area could be compromised. As the detailed layout has not been agreed at this stage should links be required this would be considered at the reserved matters stage and included where there is opportunity / less sensitivity. It is noted that the hedgerow has been retained in the housing developments further west (former Tall Trees Site) and this maintains a green and pleasant route along Green Lane.

Proposed Development / Layout

71. The proposed development is supported by an indicative master plan which demonstrates how a potential scheme can be developed. The indicative plan shows primary and secondary roads, footpaths with open space/kick about areas and landscaping which in principle shows a logical and workable layout. Open space will be provided in accordance with the SPD, and /or off site contribution will be made
72. Comments that the application does not provide a cohesive design that responds to the context, with a density of 20-25 dwellings/hectare which should be too high for the location of the application site are noted however The NPPF (paras 129-130) promotes the efficient use of land and that planning policies and decisions avoid homes being built at low densities and ensure that developments make optimal use of the potential of each site. The indicative density across the site is approximately said to be 20-25 dwellings per hectare which is considered to be acceptable for this site and its location.
73. Whilst there are TPOs on some of the trees in and along Green Lane, conditions are also sought to secure the protection of trees and hedges which are considered essential to safeguard the visual appearance of the development but also integrate into other aspects of the development. As this is an outline planning application, final landscaping details would form part of the future considerations associated with any reserved matters application.
74. A noise impact assessment accompanies the application and sets out that a baseline noise survey was carried out, and the subsequent assessment work has been undertaken in accordance with current standards and guidance. Whilst the exact location and layout of the proposed dwellings is unknown at this time, it is considered that the internal and external noise levels could meet the requirements of BS 8233 with appropriate mitigation in place. The EHO has considered the scheme and raised no objections subject to conditions to assess noise further once the layout is known which will then secure any final mitigation. Based on the results of the assessment, it has been demonstrated that the site is suitable for a residential development of this type from a noise perspective.
75. Policy ENV 1 requires that all developments of ten dwellings or more will be required to submit an energy statement identifying the predicted energy consumption and

associated CO2 emissions of the development and demonstrating how the energy hierarchy has been applied to make the fullest contribution to greenhouse gas emissions reduction. In addition to achieving a 10% reduction in CO2 emissions over and above current building regulations, or where this is not achieved, 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. Whilst this is in outline a condition has been recommended to ensure this is delivered.

76. Local Plan Policy H4 requires that 20% of new homes are to be affordable on schemes of more than 10 dwellings or where the floor space exceeds 1000 sq metres and requires affordable housing to be provided on-site. The applicant is providing the 20% as required and therefore the scheme is policy compliant in this regard.
77. Policy H4 requires development to provide a proportion of M4(3) and M4(4) dwellings, the Applicant has indicated that this will be met and details provided at the reserved matter stage and has been secured by condition
78. Comments from the Place Development Team, ATE, Cleveland Fire Brigade and Cleveland Police are noted and have been passed to the applicant for information and consideration at the reserved matters stage.

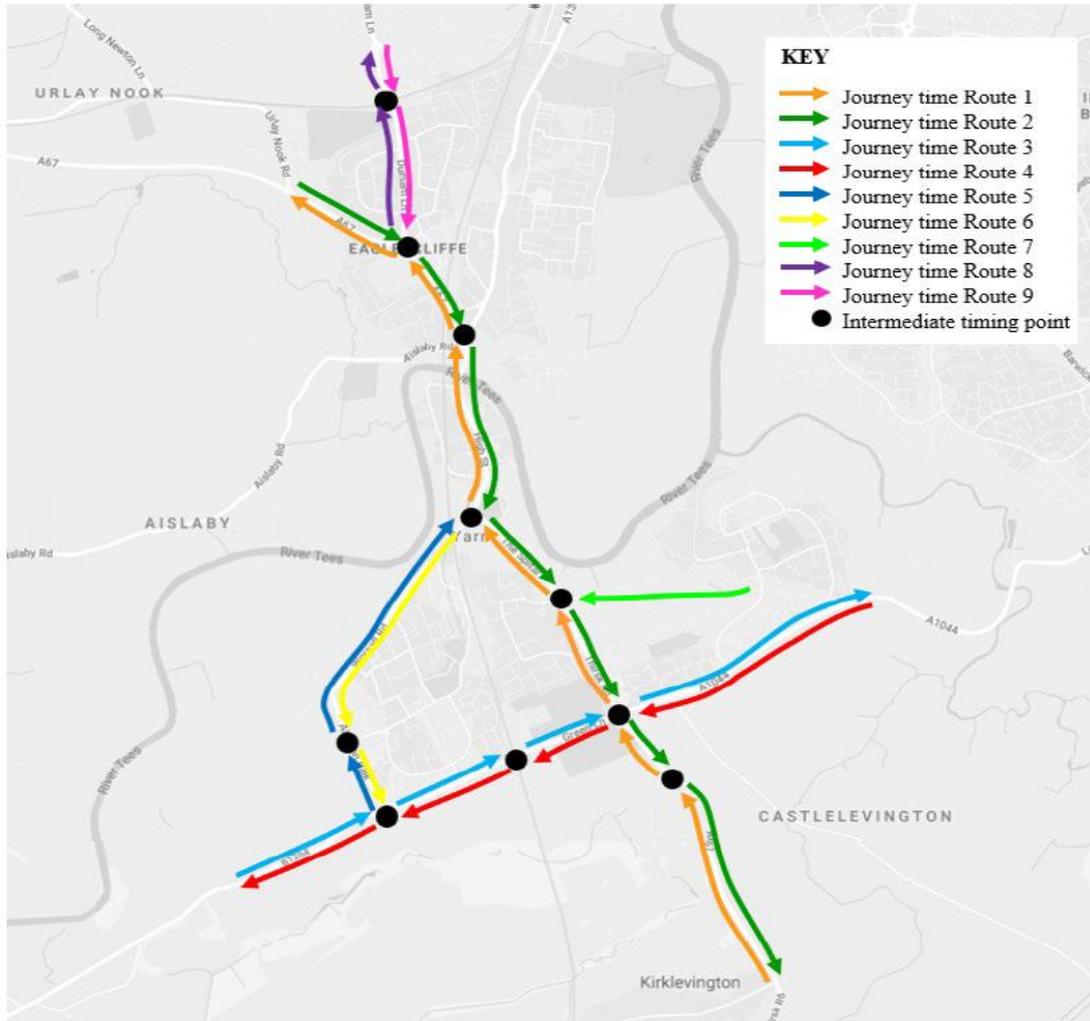
Impacts on Amenity

79. To the north, east and west of the application site are residential premises and whilst it is accepted that there would be impacts due to noise and construction it is considered that these would be adequately controlled through the provision of a construction management plan and the restriction on working hours.
80. In terms of separation distances the development could be laid out so as not to have an adverse impact on neighbouring properties and it is therefore considered that the proposal could be implemented without having a significant adverse impact on privacy or amenity for neighbouring and proposed residential properties but this will be considered in detail at the reserved matters stage.
81. An air quality assessment accompanies the application. A qualitative construction phase dust assessment was undertaken in accordance with IQM guidance and measures were recommended to minimise emissions during construction activities. With the implementation of these mitigation measures the impact of construction phase dust emissions was considered to be not significant. The requirement for a Construction Management Plan has been conditioned
82. A detailed operational phase road traffic emissions assessment was undertaken and reviewed by the EHO. No objections have been raised in this regard.

Highway safety/Transport impacts

83. The Application is accompanied by a Transport Assessment (TA), Traffic Modelling Results (TMR), site access arrangements and an illustrative masterplan.
84. Whilst the bulk of the objections relate to traffic and the cumulative impact of the developments in and round Yarm, concerns have been raised that the application fails to look at the cumulative impact of the developments on the existing infrastructure and does not consider Yarm and Eaglescliffe topography, in that it has only one main road linking the towns across the River Tees.

- 85. The Documents have been considered by National Highways who confirms there would be no significant adverse impact on the strategic road network.
- 86. The documents and received objections have been noted by the HTDM who considers the impact on the local road network. The journey times are outlined below based on the route map below



The AM peak results of the YTM are summarised for each particular route below. CD relates to Committed Development

Route	Base + CD	Base + CD + Development	Diff to CD
A67 Northbound	12:56	14:00	+1:03
A67 Southbound	11:33	11:48	+0:15
Green Lane Ebd	06:23	07:50	+1:27
Green Lane Wbd	05:21	06:06	+0:45
Worsall Road NE Bound	07:07	07:25	+0:18
Worsall Road SW Bound	02:16	02:16	0:00
Leven Road	05:31	06:14	+0:43
Durham Lane Nbd	01:41	01:42	+0:01
Durham Lane Sbd	06:31	06:38	+0:07

The PM peak results of the YTM are summarised for each particular route below

Route	Base + CD	Base + CD + Development	Diff to CD
A67 Northbound	11:18	11:24	+0:06
A67 Southbound	19:15	19:56	+0:41
Green Lane Ebd	05:00	05:50	+0:50
Green Lane Wbd	04:51	05:09	+0:18
Worsall Road NE Bound	03:02	03:25	+0:23
Worsall Road SW Bound	02:14	02:14	0:00
Leven Road	01:32	01:35	+0:03
Durham Lane Nbd	02:06	02:28	+0:22
Durham Lane Sbd	06:19	06:44	+0:25

87. The HTDM has confirmed that the TA and TMR have demonstrated that the residual cumulative impacts on the road network, following mitigation, would not be severe, considering all reasonable future scenarios. This is subject to a requirement for the applicant to contribute towards the provision of the highway mitigation at Crathorne interchange.

88. The site access arrangements in the form of two new signalised junctions, are considered to be broadly acceptable. Both junctions will incorporate pedestrian and cycle crossing facilities which would provide access to the existing footway / cycleway network.
89. Active Travel England (ATE) have made a number of comments in relation to cycle links etc but many of these will be considered at detailed design stage for the road via the Section 278 Agreement and whilst ATE and the Local Highways Authority are Statutory Consultees and the views of both bodies need to be considered by the LPA, it is a matter for the LPA who will need to balance all representations. The cycle links have been considered by the LHA taking into account the existing and proposed needs and future aspirations for cycling in the area.
90. Car parking and vehicular access for each plot will be considered at reserved matters stage to ensure the development complies with the adopted SPD for Car parking.
91. Overall, it is considered that the development would not have an adverse impact in terms of pedestrian or highway safety sufficient to warrant refusal of the application.

Flood risk

92. The application site is in flood zone 1 where development should be directed. The application is accompanied by a Flood risk assessment and a drainage strategy.
93. Surface Water flooding is noted along the central low spot area of the site due to the topography. It is proposed that no buildings, land-raising or accesses are proposed in these Medium / High risk areas unless agreed otherwise with the Local Planning Authority and the masterplan has been designed to accommodate these areas.
94. The Environment Agency have commented that development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans and a condition has been recommended to secure these details along with the submitted of a Water Framework Directive Assessment.
95. The Lead Local Flood Authority and Environment Agency and Northumbrian Water have considered the proposals and raised no objections subject to conditions which have been recommended.

Ecology/Biodiversity

96. A Preliminary Ecological Appraisal (PEA) accompanies the application. In terms of bats, several of the field trees were identified as roosting opportunities for bats, though are proposed to be retained within the development and the areas of woodland and grassland will provide foraging habitat for bats roosting locally. A Bat survey was undertaken and concluded that no impacts on sites designated for bats are predicted from the development.
97. The site provides a range of nesting and foraging habitat for birds, associated with scrub, woodland and arable crops. A number of high and medium conservation concern were noted, 8 species of conservation concern are also listed as "priority species". The breeding bird survey confirmed that the site is considered likely to be of local ornithological value to breeding birds.

98. There were no definitive field signs suggesting the presence of badgers on site and the results showed that the GCN are likely to be absent, with the site identified as low value
99. Due to the location and nature of the site other protected species are considered likely absent.
100. As a result of the assessment and nature of the proposed works, the conclusion of the PEA is that there would be likely impacts, without appropriate avoidance measures, mitigation and/or compensation scheme. These measures have been secured by condition
101. Comments from the Forestry Commission are noted and whilst public access cannot be avoided as there is a PROW to the south of the site, the reports state that design will establish an appropriate buffer, including fencing, to Local Wildlife Sites to the south, eliminating additional light spill and providing a visual barrier to minimise disturbance and enclosure. A condition to ensure the buffer meets the requirements of standing advice has been recommended.

Biodiversity Net Gain

102. In terms of biodiversity net gain, A Biodiversity Net Gain Assessment accompanies the application and to meet the Biodiversity Gain Objective of a 10% or greater gain in biodiversity units, measured against the baseline units, post-development the following number of biodiversity units is required.
103. The plan has been reviewed and sufficiently demonstrates that the 10% gain objective can be met through the measures detailed in the report but the purchase of units is also a possible approach. Conditions have been recommended to secure this along with a Habitat Management Maintenance and Management Plan

Nutrient Neutrality

104. With regards to Nutrient Neutrality, an assessment accompanies the application, and calculations show that the development will generate a TN load of approximately 101.29kgTN/year prior to April 2030. As a result, a temporary mitigation strategy will be required to achieve nutrient neutrality for this interim period. From April 2030 onwards, the implementation of statutory measures under the Levelling-up and Regeneration Act (LURA) is expected to apply. Post-2030, the development is projected to result in a negative TN budget of -45.38kgTN/year, meaning no further mitigation will be required beyond this date.
105. Based on current development layout and land use assumptions, and applying an average dwelling density of 29 dwellings per hectare, up to 432 dwellings can be delivered nutrient neutrally using on-site mitigation measures alone. This is achievable through the cessation of agricultural use and land use change within the red line boundary. The remaining 168 dwellings will require mitigation. Two temporary mitigation options have been assessed: off-Site fallowing and the purchase of nutrient credits. Both mitigation approaches ensure the development remains compliant with nutrient neutrality requirements during the interim period prior to the LURA in April 2030. Natural England have considered the details and raised no objections subject to conditions which have been recommended.

Archaeology

106. In terms of Archaeology, the application is supported by a summary Statement which confirms the site sits in a landscape that has seen activity from the Prehistoric period through to the post-medieval period. Such activity has been recorded within the Site from investigations undertaken including geophysical survey and trial trenching. Iron Age settlement and occupation activity has been recorded immediately to the northeast through various phases of evaluation. Later activity has been found to the west with evidence for Roman settlement activity within central and southern part of the Site as proven from evaluation undertaken in 2011.
107. Tees Archaeology have considered the information and raised no objections subject to conditions to secure further investigations and recording work which have been recommended.

Residual matters

108. In terms of Contaminated Land an assessment should be undertaken using a staged assessment with the following components being approved by the local authority before proceeding to the next stage. A condition to secure the submission of a PRA has been recommended.
109. Comments that the proposed development will be occupied by commuters as there is little to no employment in the area are noted but this is generally the case for edge of settlement developments. The proposal is in a location with good access links to the local and strategic network and in itself this would not be a reason to refuse the application.
110. Comments from Teesside Airport are noted and the requested condition has been recommended to ensure aviation safety.
111. Comments from the Ministry of Justice have been considered in relation to HMP Kirklevington Grange and appropriate conditions recommended to ensure the continued operation of the site and associated facilities.

Planning Balance

112. Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. The Council cannot demonstrate a five-year supply of deliverable housing sites. As such, in accordance with the Framework, the policies which are most important for determining the application are out-of-date and permission should be granted unless the application of policies in the Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.
113. The Framework requires weight to be given to conserving and enhancing landscape. In this instance, the harm arising from the development would be limited and localised due to the loss of the open fields, for the reasons set out above.
114. Set against this harm is the delivery of much needed housing, including 20% affordable in a broadly sustainable location with a good level of accessibility to public transport links and services and facilities by means other than the private motor vehicle.

115. The development would also bring economic benefits in terms of construction jobs and spending in the area, which will attract weight in favour and a breakdown of the socio-economic benefits which will be delivered is included at Appendix F. It should be noted that Council Tax is not a material planning consideration.
116. Overall, taking into account the submitted information, it is considered that the identified harm would not significantly and demonstrably outweigh the benefits of the proposal. Accordingly, the application is recommended for approval.

Conclusion

117. In view of the considerations set out within this report, the application is recommended to be Approved with Conditions.

Financial Implications: No cost to the Council.
Contributions to Affordable housing

Environmental Implications As detailed in the report

Legal Implications None

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.

Human Rights Implications

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

Ward and Ward Councillors

Ward	Southern Villages
Ward Councillor	Councillor Elsi Hampton

Background Papers

National Planning Policy Framework
National Planning Practice Guidance
Stockton on Tees Local Plan Adopted 2019
SPD's
Application files

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