

Nunthorpe Baseline Study

Middlesbrough Borough Council

19 July 2021

LICHFIELDS



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1.0 Introduction

Overview

- 1.1 Lichfields were appointed by Middlesbrough Council in January 2021 to prepare a 'baseline study' for Nunthorpe, having particular regard to the Nunthorpe Grange development site. As described later in this section, the scope of the Study includes the wider Nunthorpe area, as agreed in consultation with the Council. The Nunthorpe Grange development site is allocated for residential development in the Middlesbrough Housing Local Plan (adopted 2014).
- 1.2 The commission is intended to provide an independent audit of the services, facilities and infrastructure available within the study area. Where possible and appropriate, an indication of the capacity for further residential growth relying upon the individual services and facilities is provided.
- 1.3 Working in consultation with local community groups, the Council intends to use this baseline study to help inform its determination of planning applications on the Nunthorpe Grange site. The report will also be used by Nunthorpe Parish Council to inform the policies of its emerging Neighbourhood Plan.
- 1.4 The study is limited to consideration of the 'baseline' position of the existing services and facilities. It does not recommend any future policy approach/intervention or requirements for planning applications.

Purpose of the Baseline Study

- 1.5 Middlesbrough Council adopted its Housing Local Plan in 2014, identifying a number of 'strategic sites' for housing development across the Borough. Under Policy H10, three sites are allocated in Nunthorpe to accommodate 600 dwellings over the plan period. Across the three sites it is intended that a range of house types and sizes will 'rebalance' the town's housing stock and assist in retaining and attracting economically active people in the Borough.
- 1.6 Policy H29 relates specifically to the Nunthorpe Grange site, confirming it will deliver a maximum of 250 predominantly 3 and 4-bedroom dwellings. The policy requires, amongst other things, for the site to retain the existing play pitches, set-aside approximately 3 hectares of land for public open space/recreational purposes and provide off-site improvements to school provision. It is also stated the site will not come forward until either there is agreement on the provision of a park and ride facility or there is a timetable for delivery of the Longlands Road to Ladgate Lane road link. In accordance with the Infrastructure Delivery Plan, development is also required to contribute towards transport infrastructure requirements. Indicative phasing assumes site delivery between 2024 and 2029.
- 1.7 Following allocation of the site, the Council undertook consultation with local residents and various local groups in July 2020. The consultation provided residents with details of the planning status for the various developments around Nunthorpe and sought responses on how the community wished to be involved in shaping these sites moving forward. The consultation was described as the 'start of a two-way conversation' and it is understood responses to the consultation highlighted a number of concerns with the capacity of local infrastructure to accommodate the proposed growth.
- 1.8 The Council is now dealing with planning applications for discrete parts of the Nunthorpe Grange site, with known interest from other developers to bring forward their own applications.

1.9 As it is six years since the adoption of the Local Plan, with most of the supporting evidence being older still, it is appropriate to undertake a reappraisal of the baseline assessment of services, facilities and infrastructure in the area to help policy makers and decision takers understand its ability to accommodate the proposed growth.

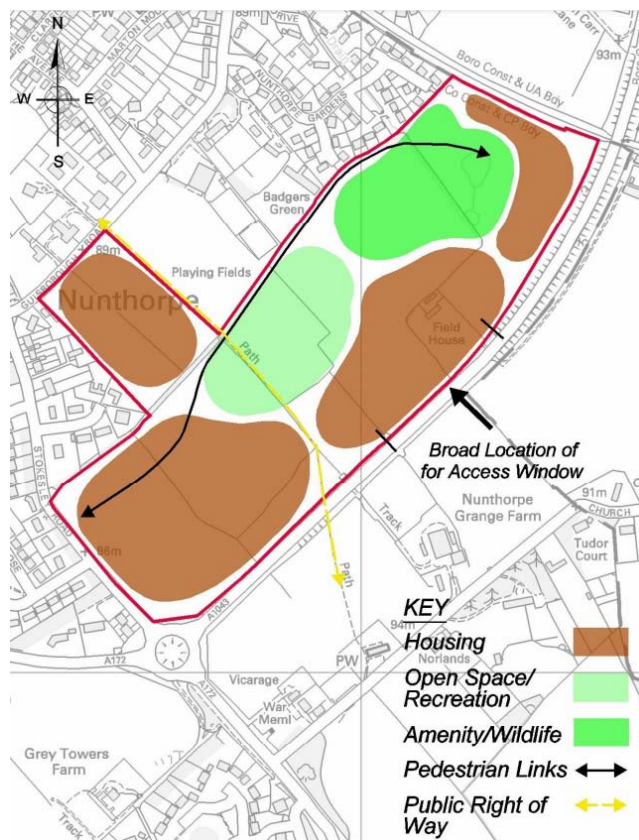
1.10 One of the greatest unknowns for predicting future service and infrastructure needs is the long-term impact of both Covid-19 and Brexit on travel patterns and other habits. Baseline habits are already likely to have changed significantly over the course of 2020 and 2021. The baseline position (evidence) is changing rapidly and will continue to change. It is possible that the evidence on highways and other measures may evolve further over the coming years as the long-term impacts of working habits influenced by Covid-19 are realised. In light of the expected changes to some traditional habits, it may be prudent to undertake a 6 and/or 12-month review to validate some of the working assumptions.

Nunthorpe Grange

1.11 Middlesbrough Council adopted its Housing Local Plan in 2014, confirming at Policy H10 that land at Nunthorpe can accommodate 600 dwellings over the plan period (2012 – 2029). This includes 295 dwellings at Grey Towers, 250 dwellings at land south of Guisborough Road (Nunthorpe Grange), and 50 dwellings at Ford Close Riding Centre.

1.12 Policy H29 relates specifically to the Nunthorpe Grange site, allocating the site for a maximum of 250 homes. Figure 1.1 below is the indicative site layout presented in the Housing Local Plan.

Figure 1.1: Nunthorpe Grange Indicative site layout



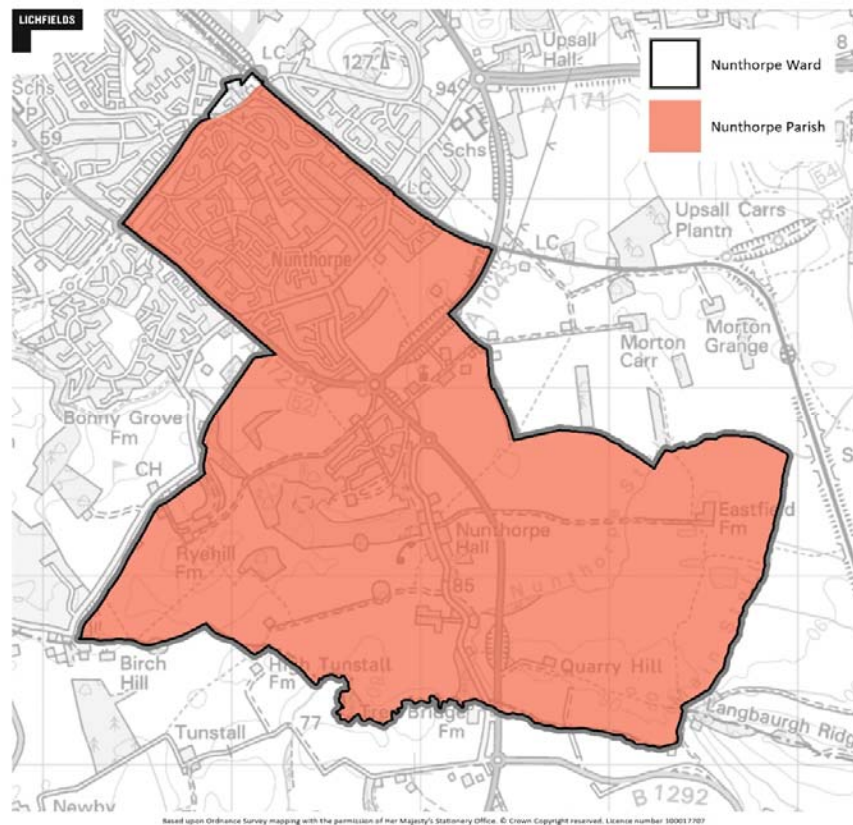
Source: Middlesbrough Housing Local Plan (2014)

- 1.13 Planning applications are now being considered for various parcels of the allocation, seeking planning permission for housing development and a medical centre on the site.

Study Area

- 1.14 The primary study area relates to Nunthorpe Parish and some immediately adjoining areas. Each of the topic areas considered in the report identifies the location of the relevant services and facilities, relative to the study area. Some of the more strategic facilities are located beyond the study area.
- 1.15 The initial instruction identified a study area following the boundaries of the Nunthorpe Parish Council. As seen on the parish boundary plan at Figure 1.2, Nunthorpe Parish covers a large rural area to the south, with limited population, and the predominantly residential area of Nunthorpe to the north west. Some of the available data used for the Study follows the administrative ward boundary, which differs slightly from the Parish boundary. The different boundaries are shown below and it is highlighted in the report if the different boundaries could cause any material difference to the baseline study.

Figure 1.2: Nunthorpe Parish Council/Ward Boundary

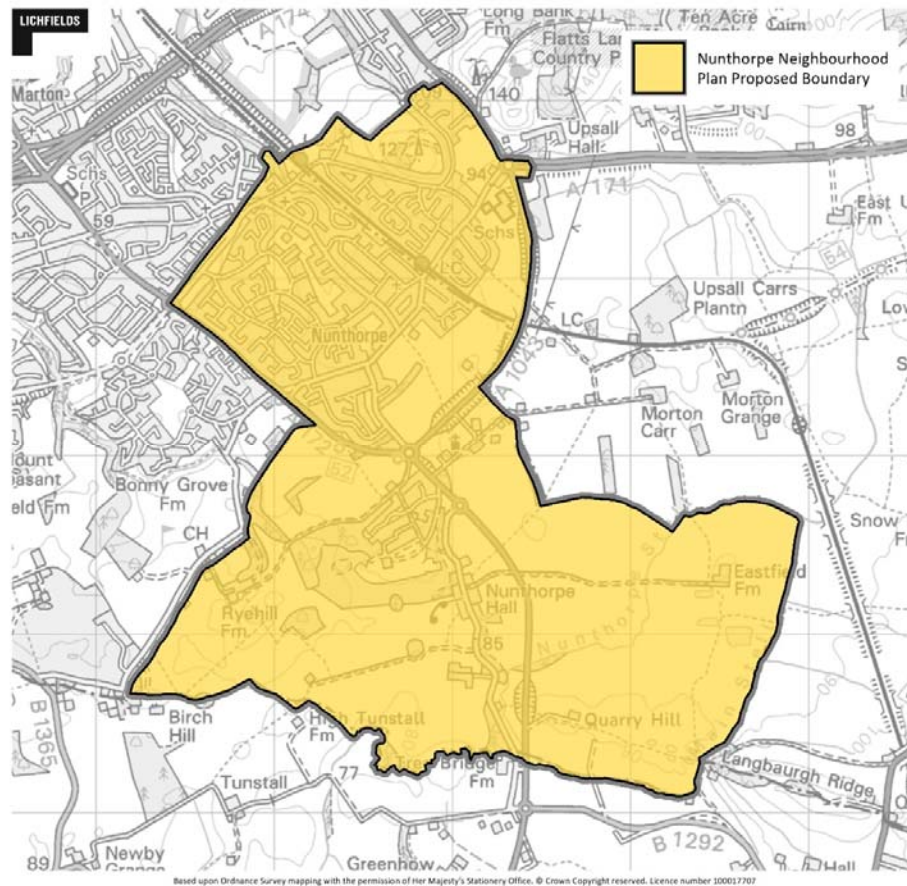


Source: Middlesbrough Council

- 1.16 The northern and eastern boundaries of Nunthorpe Parish comprise the administrative boundary of Middlesbrough Council. Everything to the east of the boundary falls within Redcar and Cleveland's administrative boundary. The area to the south of the parish boundary falls within the Hambleton District Council administrative area.

- 1.17 Following further discussion with the Parish Council, it became clear that whilst some of the residential areas to the north east of the railway line fall beyond the Parish and Middlesbrough Council boundaries, those residents rely upon the services and facilities available within Nunthorpe, and align themselves with Nunthorpe more than anywhere else. It is also noted that the Nunthorpe Academy secondary school, which accepts pupils from both Middlesbrough and Redcar and Cleveland, is located within the Redcar and Cleveland administrative area.
- 1.18 Cognisant of this relationship with the adjoining areas, Nunthorpe Parish Council is preparing a Neighbourhood Plan which includes the defined parish boundary and areas north east of the railway line. The proposed Neighbourhood Plan boundary is illustrated in Figure 1.3, below.

Figure 1.3: Nunthorpe Neighbourhood Plan Proposed Boundary

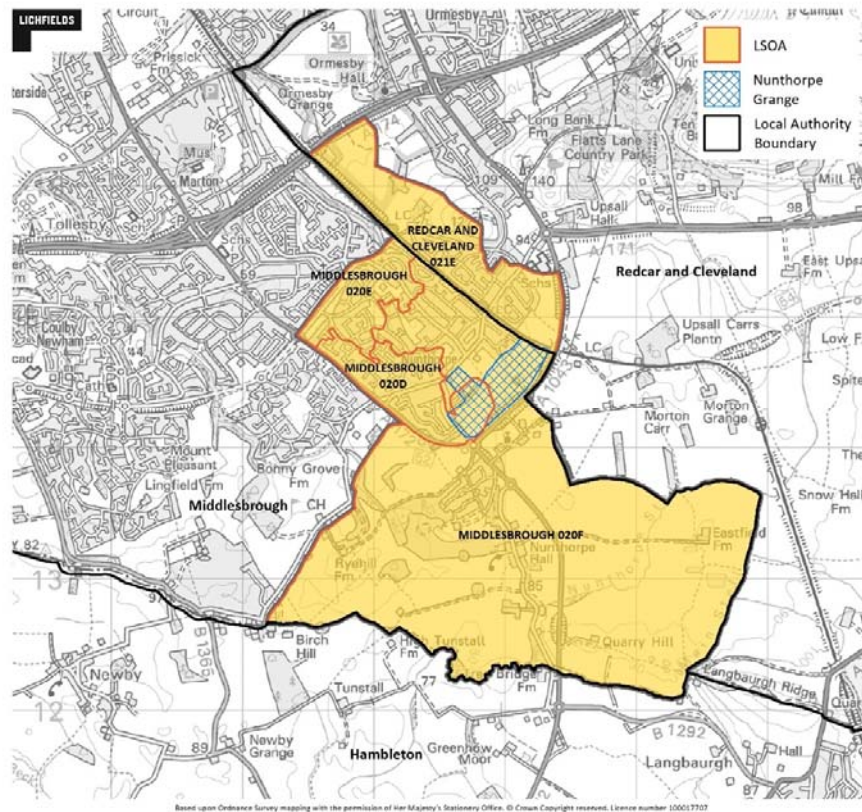


Source: Nunthorpe Parish Council

- 1.19 Following discussion with Middlesbrough Council and Nunthorpe Parish Council, it was agreed to extend the primary study area to include an area to the north of the railway line, similar to the proposed Neighbourhood Plan boundary. However, due to the geographies used by the Office for National Statistics (ONS) for its Output Area datasets, it is not possible to obtain data which fully aligns with the Neighbourhood Plan boundary, without including wider areas which are likely to skew the overall results. For the purposes of the Study, we have therefore adopted a study area boundary based on the ONS Output Areas which most closely reflect the Nunthorpe Parish Neighbourhood Plan boundary, without being skewed by data from other surrounding areas.

- 1.20 Inclusion of additional areas to the south east of the parish boundary was also considered in discussion with Middlesbrough Council and Nunthorpe Parish Council. However, due to the relatively sparse population and the fact some of the area falls within the Guisborough Town Council boundary, it was considered any available ONS data for this area would not reflect the situation within the main study area of Nunthorpe, and could in fact skew the results. It was subsequently agreed to exclude this area.
- 1.21 The final agreed primary study area adopted within the baseline study includes the Nunthorpe Parish Council and those areas to the immediate north of the railway, as shown in Figure 1.4, below.

Figure 1.4: Baseline Study Area



Source: Lichfields

- 1.22 Whilst the Study does include some areas which fall within the Redcar and Cleveland Council boundary, Redcar and Cleveland Council has not been involved in the preparation of the Study and the intended purpose of the Study is to inform policy making and decision taking within the Middlesbrough Council area, only.

Study Topics

- 1.23 The original tender documents provided by Middlesbrough Council identified the key study topics to be included within the study. The following sections of this report have been divided following these broad topic areas.
- 1.24 The topics included within the Study are as listed below. Each sub section of the report confirms the geographical extent of the data used and any relevant limitations.

- Town Planning
- Demographic Profile
- Housing Matters
- Environment
- Transport
- Education
- Emergency Services
- Health and Social Care
- Community Facilities
- Utilities
- Historic Environment

Data Sources

1.25 Data sources used in the preparation of this baseline study are noted within the relevant sections of the report and include a variety of publicly accessible documents and other data provided by Middlesbrough Council.

2.0 Planning

2.1 The following adopted documents form the current Middlesbrough Local Plan:

- **Housing Local Plan (Adopted 2014)** – The Housing Local Plan replaces the housing elements of the Core Strategy (2008) and Regeneration DPD (2009), outlining the context and vision for future housing development within the town up to 2029. The Housing Local Plan contains Middlesbrough’s allocated housing sites for the period 2012 - 2029. The Plan also includes policies relating to the delivery of many of these allocations, specifically those deemed of strategic importance. This includes the allocation of the Nunthorpe Grange site.
- **Core Strategy Development Plan Document (DPD) (Adopted 2008)** – The spatial vision and strategy for the town’s future development up to 2023, identifying its development needs and the broad locations where this will take place. All other subservient DPDs must be in conformity with the Core Strategy DPD. Strategic allocations and policies related to housing are no longer extant however, having been superseded by those in the Housing Local Plan);
- **Regeneration DPD (Adopted 2009)** – site-specific allocations for key regeneration sites, covering employment, mixed use, retail, leisure, and transport uses. Similar to the Housing Local Plan, it also includes policies relating to the delivery of allocations. Policies and allocations related to housing are no longer extant however, having been superseded by those in the Housing Local Plan (see above);
- **Tees Valley Minerals and Waste Core Strategy (Adopted 2011)** - (prepared jointly with Darlington, Hartlepool, Redcar and Cleveland, and Stockton-on-Tees Councils) – The long-term spatial vision and strategic policies needed to achieve key objectives for minerals and waste-related development in the Tees Valley;
- **Tees Valley Minerals and Waste Policies and Sites DPD (Adopted 2011)** - (prepared jointly with Darlington, Hartlepool, Redcar and Cleveland, and Stockton-on-Tees Councils) – Site-specific allocations for minerals and waste related development, and policies that will be used to assess such applications;
- **Middlesbrough Local Plan 1999 (Saved policies)** – Until such time as a new Local Plan is adopted, a number of ‘saved’ Local Plan policies remain extant; and
- **Proposals Map** – Illustration of site-specific allocations in the Regeneration DPD and Housing Local Plan (the map will be updated as new DPDs are revised or adopted).

2.2 The Council is preparing a new Local Plan for Middlesbrough. The Local Plan will set out a vision for the future development of Middlesbrough in relation to housing, the economy, the environment, community facilities and infrastructure, up to 2037. The Local Plan, when adopted, will replace a number of existing planning policy documents, and provide a basis for determining planning applications within Middlesbrough.

Nunthorpe Design Statement SPD (2011)

2.3 Middlesbrough Council adopted the Nunthorpe Design Statement as an SPD in September 2011. The SPD aims to ensure that future development in Nunthorpe will take account of the key features that characterise the area and aims to manage and not prevent further change within Nunthorpe in order to maintain the distinctiveness that the residents have become proud of. The Design Statement provides guidance for changes that require planning permission and as such is a material consideration within the planning application process.

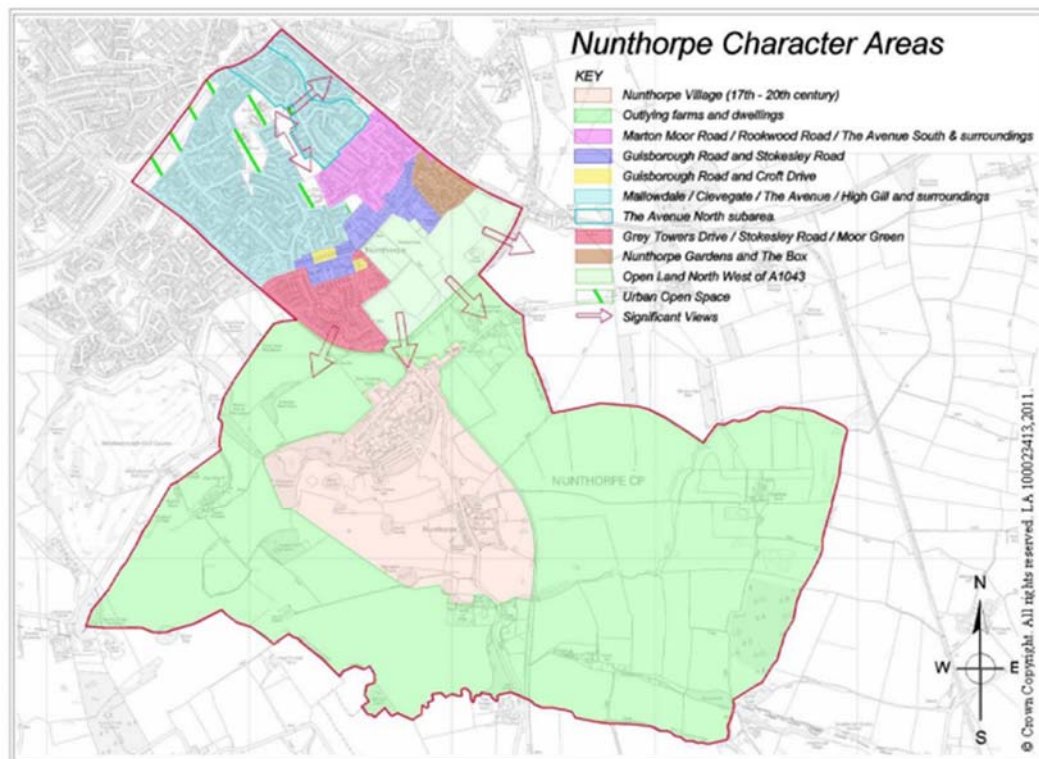
2.4 The SPD states that:

“This document aims to ensure that future development within Nunthorpe will take account of the key features that characterise the area. It aims to manage, not prevent further change within Nunthorpe in order to maintain the distinctiveness that the residents of Nunthorpe have become proud of and sustain it as a thriving community. This document and the process behind it, acknowledge the inevitability of future development, which if carried out properly, will not be detrimental to the area.”

2.5 This document sets out a number of policies and principles, primarily relating to design, regarding existing and future development in the area. The SPD also sets out a history of the area and summary of existing infrastructure and design features. It encompasses the Nunthorpe Grange site.

2.6 Figure 2.1, below, shows the different ‘character areas’ of Nunthorpe, as defined by the Design Statement SPD.

Figure 2.1 Nunthorpe Character Areas



Source: Nunthorpe Design Statement Supplementary Planning Document (2011)

Nunthorpe Grange Design Code (2019)

2.7 The Nunthorpe Grange Design Code was adopted in January 2019. The purpose of this document is stated to be:

“that the development of Nunthorpe Grange becomes a positive extension to Nunthorpe, providing both high quality homes for new residents and additional facilities for existing residents.”

2.8 The Vision set out plans for new homes and a new medical facility within the development, including an analysis of the existing site.

Planning History

- 2.9 In 2018, a planning application was submitted by Persimmon for 97 dwellings in the far North East of the Nunthorpe Grange area (ref. 18/0786/FUL). This application was refused in September 2020 on design and density grounds, and an appeal was subsequently submitted against the Council's decision. The appeal was dismissed in March 2021 as the inspector deemed that the proposal would fail to achieve a well-designed place and the positive factors were insufficient to outweigh the negative ones. The appeal did not identify any issues with capacity of local services and facilities, or the principle of development, with the focus being on design issues within the site.
- 2.10 A subsequent application was submitted for a revised scheme of 77 dwellings on the same site (ref. 20/0658/FUL) in November 2020. This application is currently under consideration.
- 2.11 An application was submitted in October 2020 for the erection of a medical centre at the Western edge of the Nunthorpe Grange Area (ref. 20/0644/FUL). This application was approved in March 2021.

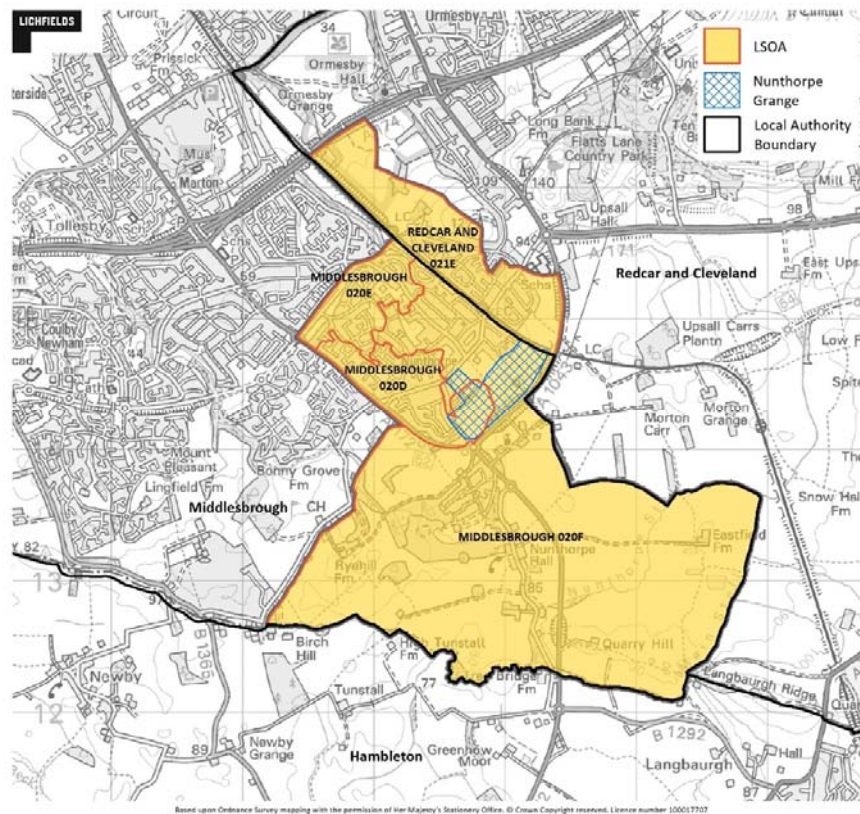
3.0 Demographic Profile

3.1 This Chapter looks at a number of different demographic factors which are important when considering the baseline conditions of the area and the potential needs. The factors reviewed include:

- 1 Income Levels;
- 2 Age Profile;
- 3 Household Composition;
- 4 Employment and Unemployment; and
- 5 Socio-Economic Groups.

3.2 The analysis below considers the demographic characteristics of the Study area, as defined in Figure 3.1. For ease of reference, the 'Study Area' is referred to as 'Nunthorpe' in this section, and all figures for Nunthorpe correspond with the agreed Study Area. The characteristics are benchmarked against Middlesbrough local authority, the Tees Valley and the North East region where appropriate. The analysis has been conducted using varying geographies for the collation of data. The largest of these is parish level, then Middle Layer Super Output Area (MSOA), and then Lower Layer Super Output Areas (LSOA).

Figure 3.1 Study area



Source: Lichfields

Income Levels

- 3.3 Income data is not available at LSOA or parish level. Analysis at the LPA level shows that resident and workforce earnings in Middlesbrough are less than Tees Valley or North East median or lower quartile earnings. With regard to median earnings, people working in Middlesbrough earn more than residents of Middlesbrough but when lower quartile earnings are considered, residents earn slightly more than people working in Middlesbrough.

Table 3.1 Gross Annual Pay of Residents and Employees in Middlesbrough

	Resident Earnings		Workforce Earnings	
	Median	Lower Quartile	Median	Lower Quartile
Middlesbrough	£ 25,849	£ 20,670	£ 27,005	£ 20,355
Tees Valley	£ 28,077	£ 20,981	£ 28,157	£ 20,620
North East	£ 27,971	£ 20,991	£ 27,856	£ 20,819

Source: ASHE, 2020 - resident and workplace analysis/Lichfields

Age Profile

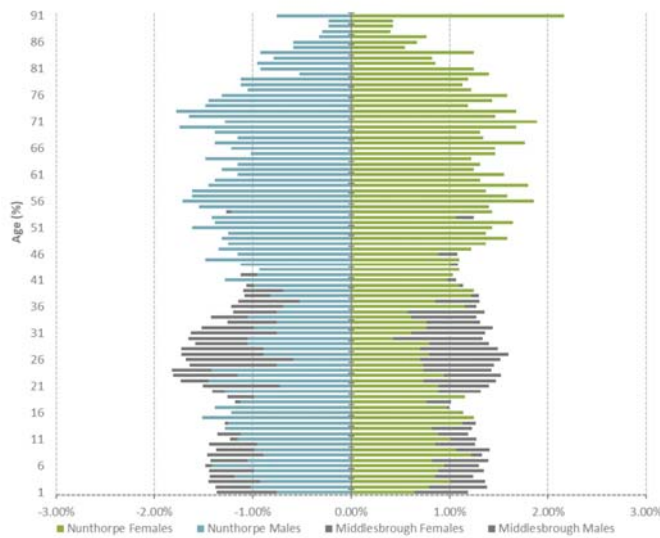
- 3.4 In 2019, Nunthorpe had a population of 6,318 people. Table 3.2 and Figure 3.2 show Nunthorpe has a lower proportion of younger people than Middlesbrough, particularly those aged between 0 and 12 years (Nunthorpe 12.7%, Middlesbrough 17.5%, Tees Valley 16%, and North East 14.6%) and those aged between 25 and 44 years (Nunthorpe 17.9%, Middlesbrough 25.9%, Tees Valley 24.6%, and North East 24.5%).
- 3.5 Conversely, in Nunthorpe the older working population comprises a greater proportion of the population (27.8%) compared to Middlesbrough (24.1%) but is broadly comparable to the Tees Valley (26.5%) and North East (26.7%). Nunthorpe also has higher proportions of older people, particularly those aged 75+, (14.0%) compared to the Borough (7.4%), Tees Valley (8.7%) or regional averages (8.9%).
- 3.6 This age profile is commonly an indicator of limited movement in housing stock and high affordability ratios which have knock on impacts for young families accessing the housing market, future aged care requirements and social mobility.

Table 3.2 Population structure

	Nunthorpe	Middlesbrough	Tees Valley	North East
0-12 years	12.7%	17.5%	16.0%	14.6%
13-17 years	5.8%	5.8%	5.7%	5.3%
18-24 years	6.9%	10.4%	7.8%	9.0%
25-44 years	17.9%	25.9%	24.6%	24.5%
45-64 years	27.8%	24.1%	26.5%	26.7%
65-74 years	14.9%	9.0%	10.6%	11.0%
75+	14.0%	7.4%	8.7%	8.9%

Source: ONS Mid-Year Population Estimates, 2019/Lichfields

Figure 3.2 Population structure for Nunthorpe and Middlesbrough



Source: ONS Mid-Year Population Estimates, 2019/Lichfields analysis

Household Composition

- 3.7 With regard to household composition, Nunthorpe has a lower proportion of single person households (22.5%) compared to Middlesbrough, the Tees Valley or North East, reflecting the much smaller proportion of single person under 65 households in Nunthorpe. Conversely, Nunthorpe has a much greater proportion of households with couples (36.4%) compared to Middlesbrough (21.6%), the Tees Valley (25.4%) or the North East (25.9%). This is largely the result of the comparatively high proportion of older couple households in Nunthorpe (16.8%), which is more than double the proportion across the Borough, Tees Valley or the region.
- 3.8 Across all geographies, households with children account for the most common household type. However, this group accounted for a significantly smaller proportion of households across Nunthorpe (26.5%), than Middlesbrough (31.2%) or the Tees Valley (30.1%) and a slightly smaller proportion than across the North East (27.9%). This suggests Nunthorpe has fewer younger families living in the area compared to other parts of Middlesbrough and has more older households.

Figure 3.3 Household composition



Source: Census, 2011/Lichfields analysis

Employment and Unemployment

3.9 Employment and unemployment data are not available at LSOA or parish level. Middlesbrough has a lower employment rate (62.9%) when compared to the Tees Valley, regional or national averages. Similarly, Middlesbrough has a higher unemployment rate (7.5%) than the Tees Valley, regional or national average.

Table 3.3 Employment and unemployment rate

	Employment (aged 16 to 64)	Unemployment (aged 16 to 64)
Middlesbrough	62.9%	7.5%
Tees Valley	68.7%	6.5%
North East	70.5%	5.9%
England	76.0%	4.0%

Source: APS, 2019/Lichfields analysis

Socio-Economic Groups

3.10 MOSAIC household classification data brings together a range of household data including; household composition, income and house price, to help understand the household characteristics in an area. The most prevalent MOSAIC group by postcode is shown in Figure 3.4.

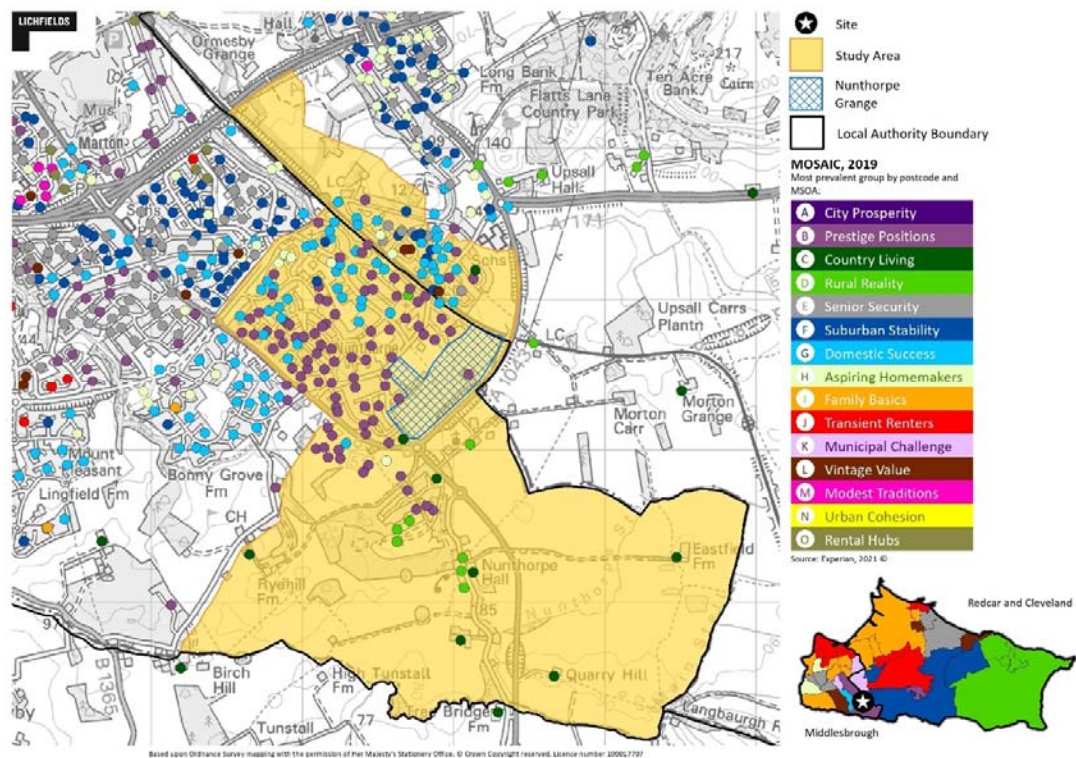
3.11 The analysis shows:

- Within the central and northern study area, clusters of households classed as ‘prestige positions’ dominate. This category is characterised by households who live in high value

detached homes. Some may be empty-nesters or elderly retired couples, others may be supporting teenage or older children ('prestige positions');

- Significant proportions of households classed as 'domestic success' – these are high-earning families living affluent lifestyles in upmarket homes in sought after neighbourhoods. Typically, they have careers in higher managerial and professional roles;
- Representation of 'country living' and 'rural reality' classifications. 'Country living' households are classified as well-off homeowners living in attractive, spacious homes in the countryside, often farmers or landowners with high proportions of self-employment and 'rural reality' characterised as less wealthy rural households, often working in local firms, and living in more affordable properties.

Figure 3.4 MOSAIC Household Classification



Source: Experian/Lichfields

3.12

In the adjacent area there are larger numbers of households classed as 'suburban stability' (mature couples or families in mid-range properties) and 'senior security' (elderly couples living independently in comfortable homes). To the north towards Middlesbrough town centre there are increasing proportions of less affluent households, including 'family basics' (families with limited budgets, some of whom rent from social landlords and others who own low cost homes) and 'transient renters' (typically single people who pay modest rents and live in properties for a short time before moving on).

Summary

- Income data is not available at the study area level;

- Age profile data for the study area suggests a considerably higher proportion of older people in the 65+ age category than the rest of Middlesbrough, Tees Valley and the North East. The opposite is true of the youngest age group, 0 – 12 years; and
- Household composition figures demonstrate Nunthorpe has fewer younger family households compared to Middlesbrough, Tees Valley and the North East.

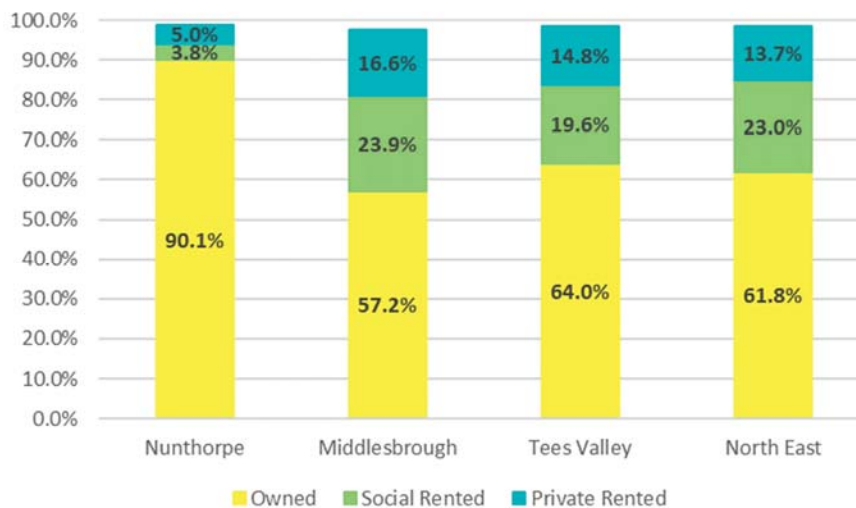
4.0 Housing

4.1 This chapter sets out the housing profile of the study area, looking at the tenure, type, and price of housing in the study area in order to build a picture of the existing housing offer. For ease of reference, the ‘Study Area’ is referred to as ‘Nunthorpe’ in this section, and all figures for Nunthorpe correspond with the agreed Study Area. The chapter ends by undertaking a brief study of the performance of neighbouring housing development.

Tenure

4.2 The most recently available data with regard to tenure remains the 2011 Census. Nunthorpe has a distinct tenure profile when compared to Middlesbrough, the Tees Valley and the North East. The vast majority of households are owner occupied (90.1%), compared to 57.2% across Middlesbrough, 64.0% across the Tees Valley and 61.8% across the North East. A very small proportion of households in Nunthorpe are social rented (3.8%) compared to the Middlesbrough average, Tees Valley or North East averages (23.9%, 19.6% and 23.0% respectively).

Figure 4.1 Tenure

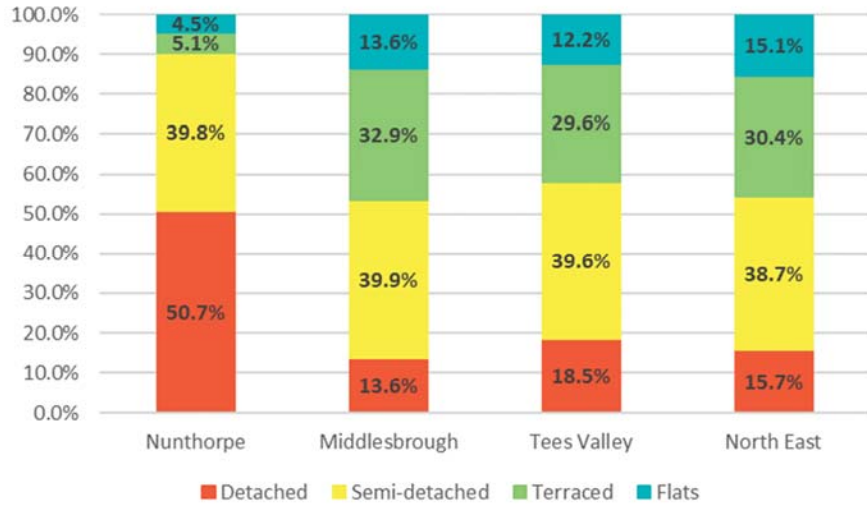


Source: Census, 2011/Lichfields analysis

Type

4.3 Nunthorpe has a far greater proportion of detached properties (50.7%) than averages across Middlesbrough (13.6%), the Tees Valley (18.5%) or the North East (15.7%). The proportion of semi-detached properties is broadly consistent across the four geographies (39-40%). However, Nunthorpe has significantly smaller proportions of terraced properties and flats (5.1% and 4.5% respectively) when compared to the Borough, Tees Valley or North East. This is probably a consequence of the time that the majority of housing was developed and the more suburban nature of Nunthorpe, compared to many areas of Middlesbrough Borough, where housing is dominated by terraced homes.

Figure 4.2 Dwelling type



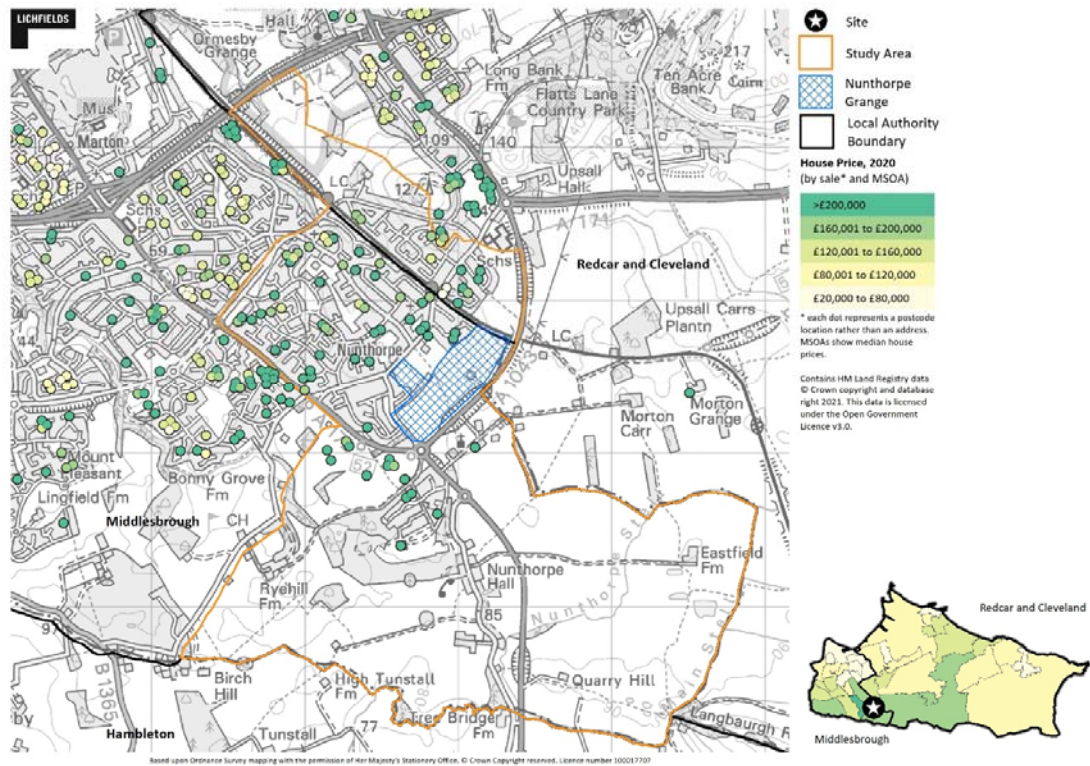
Source: Census, 2011/Lichfields analysis

Price

4.4

Figure 4.3 shows house prices in Nunthorpe and the surrounding area from sales during 2020. When compared to the inset map, which shows median house prices by MSOA over the same period, the dominance of higher value properties in Nunthorpe is apparent, with a significant number of properties achieving values of over £200,000, particularly in the rural areas to the south of the study area. There are more lower value sales moving towards Middlesbrough town centre.

Figure 4.3 House prices, 2020



Source: Land Registry Price Paid, 2020/Lichfields

- 4.5 As shown in Table 4.1, in 2020, the median house price (across all house types) across the study area was £220,000. This represents a 5% increase from the median house price of £210,500 across the study area in 2015. However, the number of sales fell, from 140 sales in 2015 to 73 sales in 2020, potentially reflecting the impact of the Covid-19 pandemic and resulting lockdown.
- 4.6 Detached properties account for the majority of sales within the study area, achieving a median house price of £250,000. The median house price of semi-detached properties was £175,000. It should be noted that terraced properties and flats account for a very small number of sales and therefore the median price of these house types may be substantially impacted by anomalously high or low prices. New build sales accounted for 32 sales in 2015 but only 4 sales in 2020.

Table 4.1 Study area house prices 2015 and 2020

	2015		2020	
	Median Price	Number of Sales	Median Price	Number of Sales
Detached	£ 278,000	83	£ 250,000	48
Semi Detached	£ 160,000	49	£ 175,000	20
Terraced	£ 348,000	2	£ 194,000	2
Flats	£ 120,225	6	£ 70,000	3
Total	£ 210,500	140	£ 220,000	73

Source: Land Registry Price Paid/Lichfields

Performance of neighbouring development

- 4.7 The neighbouring development known as 'Grey Towers Farm' was allocated in the 2014 Housing Local Plan for the development of a maximum 295 dwellings, community centre and associated access under policy H31(9a). Land at Grey Towers Farm comprises 41.39ha of farmland and blocks of mature deciduous woodland plantation and is located on the southern edge of Middlesbrough. The site is surrounded by existing residential development on three sides.
- 4.8 Outline planning permission was granted on 9 December 2011, for a residential development comprising 295 dwellings, community centre and associated access (H28). There was then an application for a re-plan of part of this development submitted in 2018 to increase the number of smaller houses on the site to diversify the scheme, and a further addition permitted in 2020. Development has commenced on all phases of the Grey Towers Development, with phases being completed and occupied.
- 4.9 There is limited publicly available data on actual completions at Grey Towers, although it is evident from the Council's annual monitoring reports that the site is projected to deliver in the order of 25 – 35 dwellings per annum. Properties currently available at Grey Towers are all 3 and 4-bedroom house types.

Summary

- Data shows Nunthorpe has a significantly greater proportion of owner-occupied residential properties, compared to Middlesbrough, Tees Valley and the North East. The opposite is true of social and privately rented properties;
- Nunthorpe has a significantly greater proportion of detached properties, compared to Middlesbrough, Tees Valley and the North East. The opposite is true of terraced houses and flats. Semi-detached housing is proportionately similar across all geographies; and
- The median house prices in Nunthorpe in 2020 was £220,000, an increase of 5% over 5 years.

5.0 Environment

5.1 This chapter sets out the environmental conditions of Nunthorpe. The geographies of the available data are presented in the figures used. The first section assesses the open space provision in the ward using the Middlesbrough Council Open Space Needs Assessment (2017). The chapter then goes on to set out the statutory ecological designations in the site area.

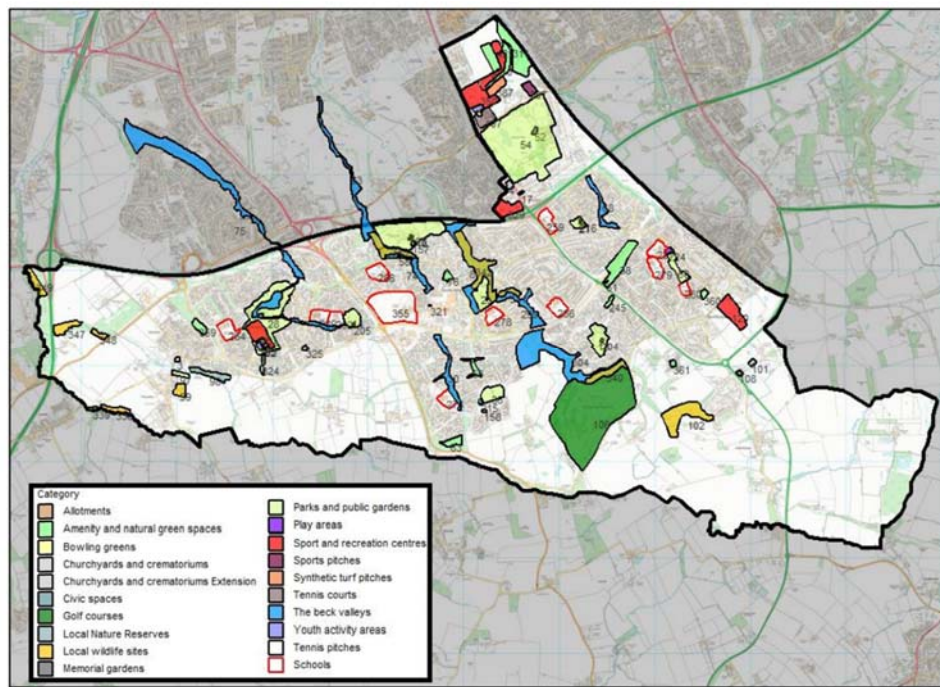
Open Space

Middlesbrough Council Open Space Needs Assessment 2017

5.2 This assessment identifies the strengths and weaknesses of different open space typologies across Middlesbrough. This is addressed by each type of open space individually, and assessment of provision and quality geographically.

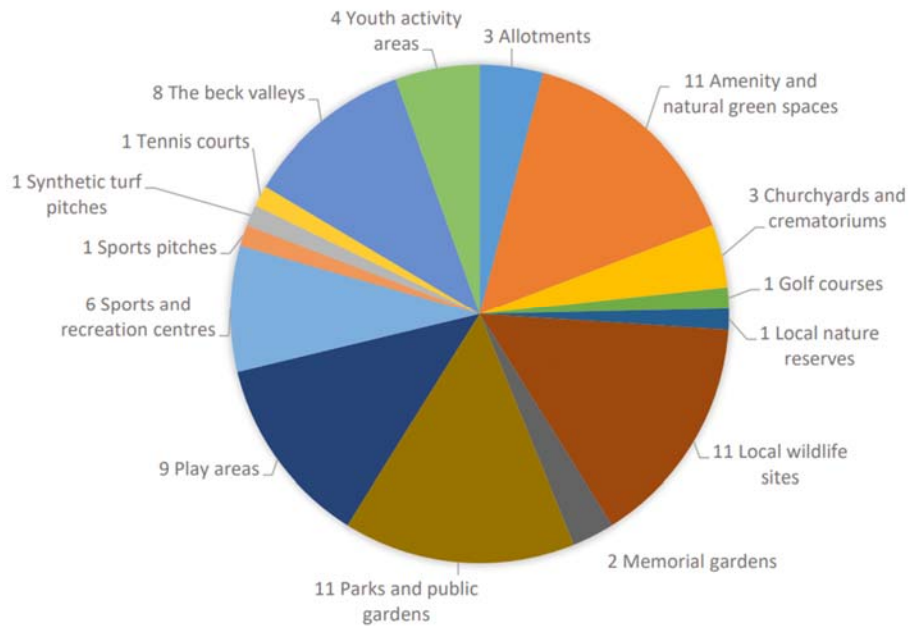
5.3 Nunthorpe is in the South Sub-Area. The below map shows the open space provision as of 2017. South Middlesbrough’s open spaces are above average quality for most typologies, with this sub-area’s inventory holding the highest quality of open spaces within the town.

Figure 5.1 South Middlesbrough Open Space Provision



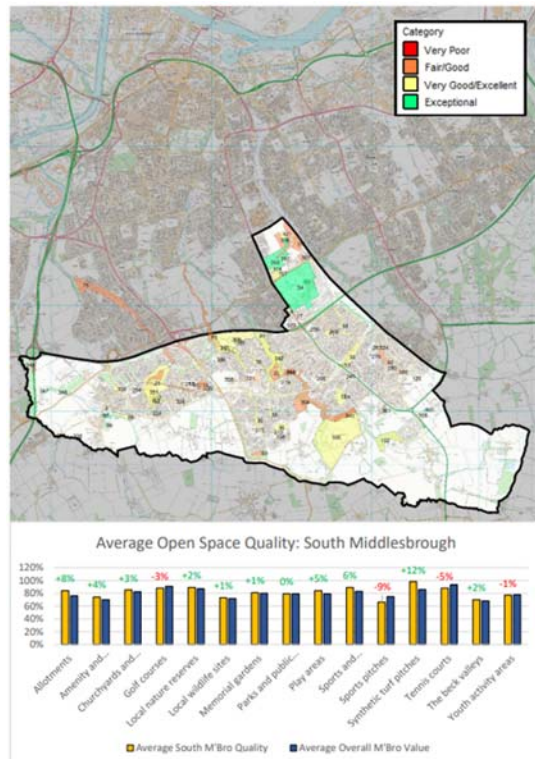
Source: Middlesbrough Council Open Space Needs Assessment (2017) p50

Figure 5.2 South Middlesbrough Open Space Provision Types



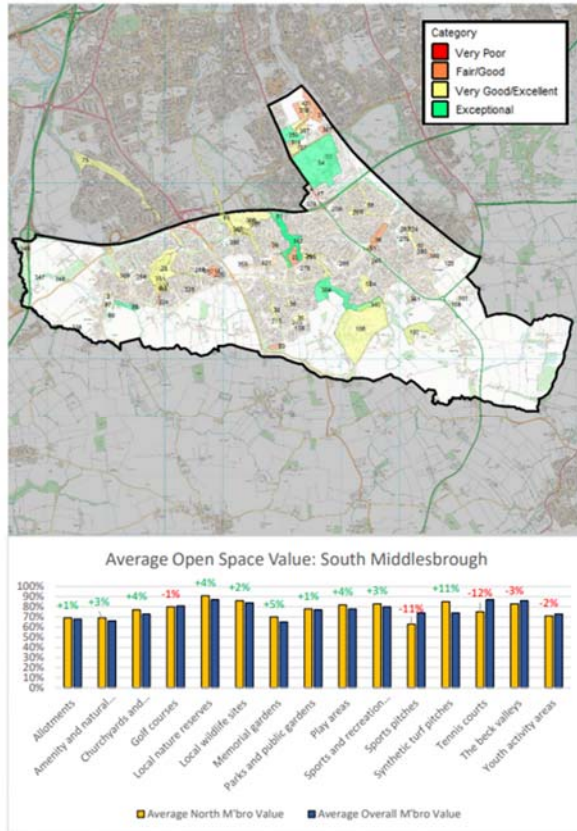
Source: Middlesbrough Council Open Space Needs Assessment (2017) p50

Figure 5.3 South Middlesbrough Open Space Quality



Source: Middlesbrough Council Open Space Needs Assessment (2017) p51

Figure 5.4 South Middlesbrough Open Space Value



Source: Middlesbrough Council Open Space Needs Assessment (2017) p52

The above charts and maps show that the South sub-area has above average quality and value of open space in comparison to the Middlesbrough overall average.

5.4 Nunthorpe is mentioned specifically within the document in the following typology assessments:

- 1 Allotments: Under provision towards the Nunthorpe and Acklam areas of the Borough with concentration of current provision towards the North.
- 2 Memorial Gardens: Majority of sites scored within the Fair/Good grade for value, with Nunthorpe War Memorial rated highest.
- 3 Youth Activity Areas: A large proportion of the Borough is within the coverage of a Youth Activity Area, with only the Grove Hill/Acklam and Nunthorpe areas beyond 750m from a nearby facility. The map (inset) shows a void in provision towards Acklam, Linthorpe, and Nunthorpe

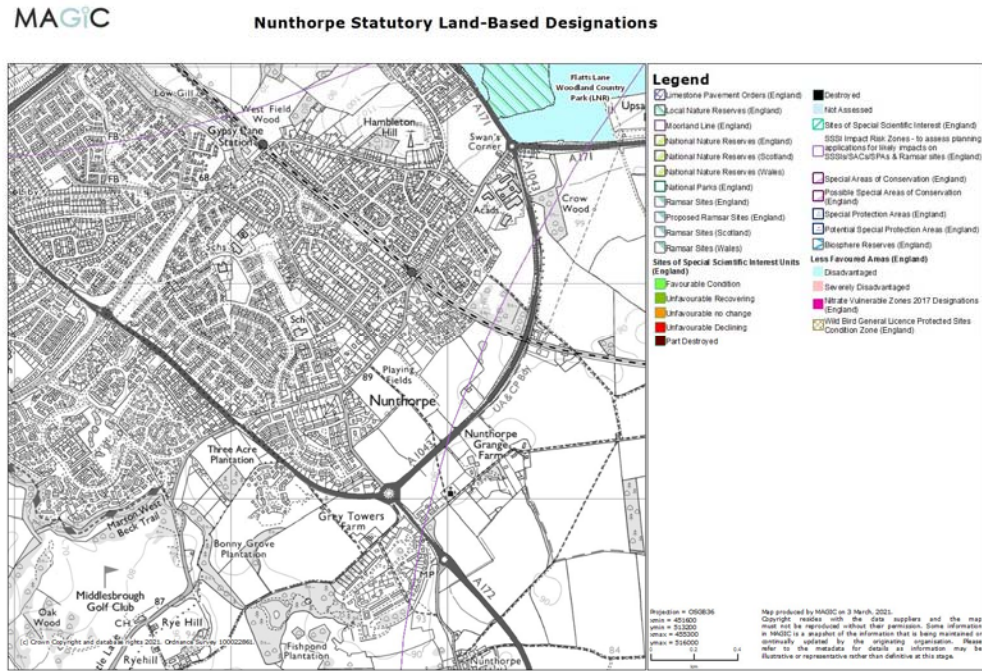
5.5 Overall, the site's sub area has above average quality and value provision. There is an under provision of allotments and youth activity areas within the immediate Nunthorpe area.

Ecology

5.6 The below map shows the statutory designations for the Nunthorpe Grange Area as recorded by Department for Environment, Food and Rural Affairs' (DEFRA) MAGIC map application. The

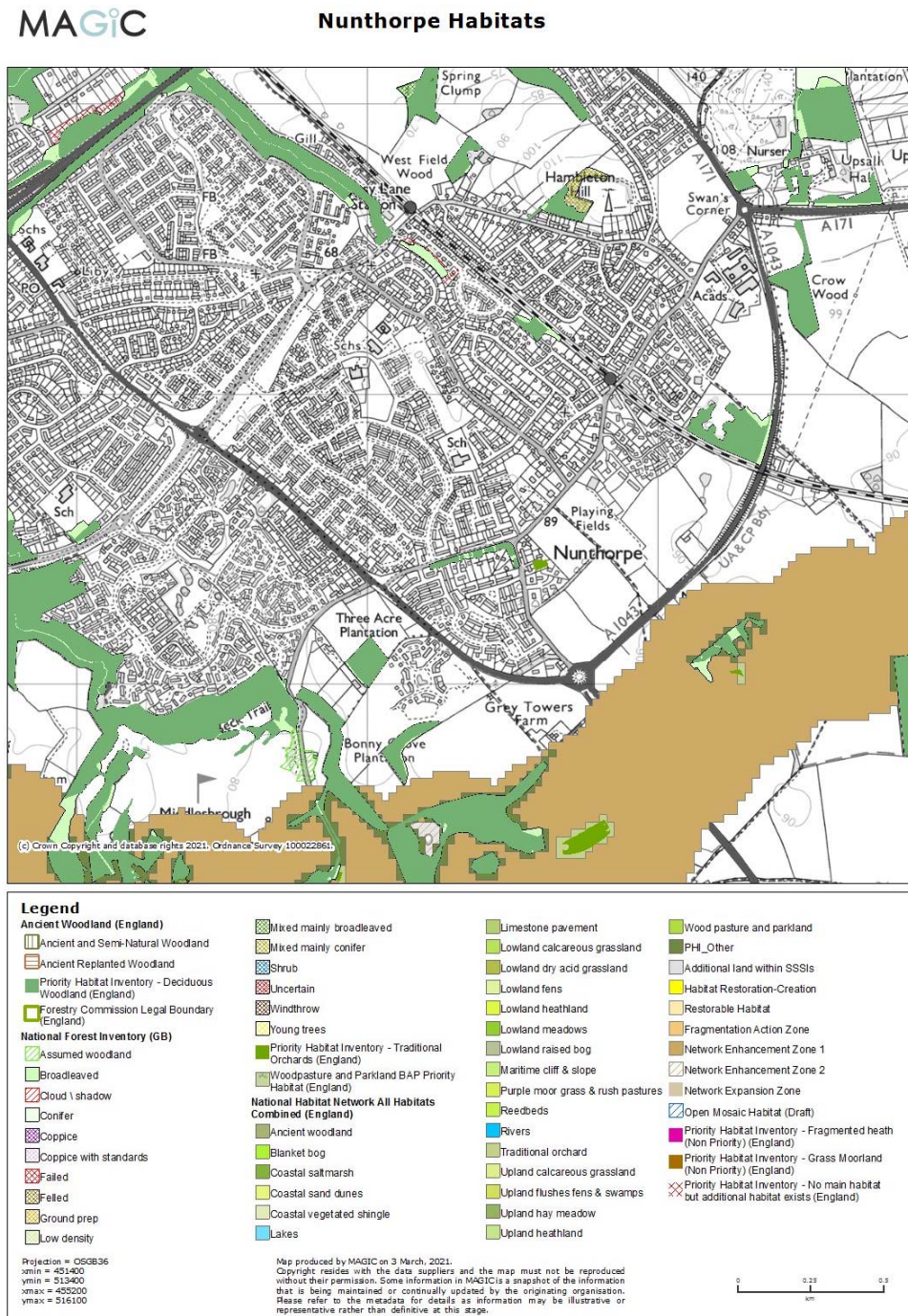
below shows that the site is within a Site of Special Scientific Interest (SSSI) impact risk zone which needs to be considered as part of planning applications.

Figure 5.5 Statutory Land-Based Designations



Source: DEFRA MAGIC

Figure 5.6 Habitats



Source: DEFRA MAGiC

Summary

- The south sub-area has above average quality and value of open space, although some deficiencies are noted in Nunthorpe for allotments and youth activity areas; and

- There are no statutory designations for biodiversity within study area, although part of it does fall within the 'impact risk zone' for a SSSI.

6.0 Transport (accessibility)

6.1 This chapter provides an overview of the transport network that serves the study area. The road network is outlined, followed by the public transport offer available to residents. Figure 6.1 shows the strategic road and rail network surrounding the study area.

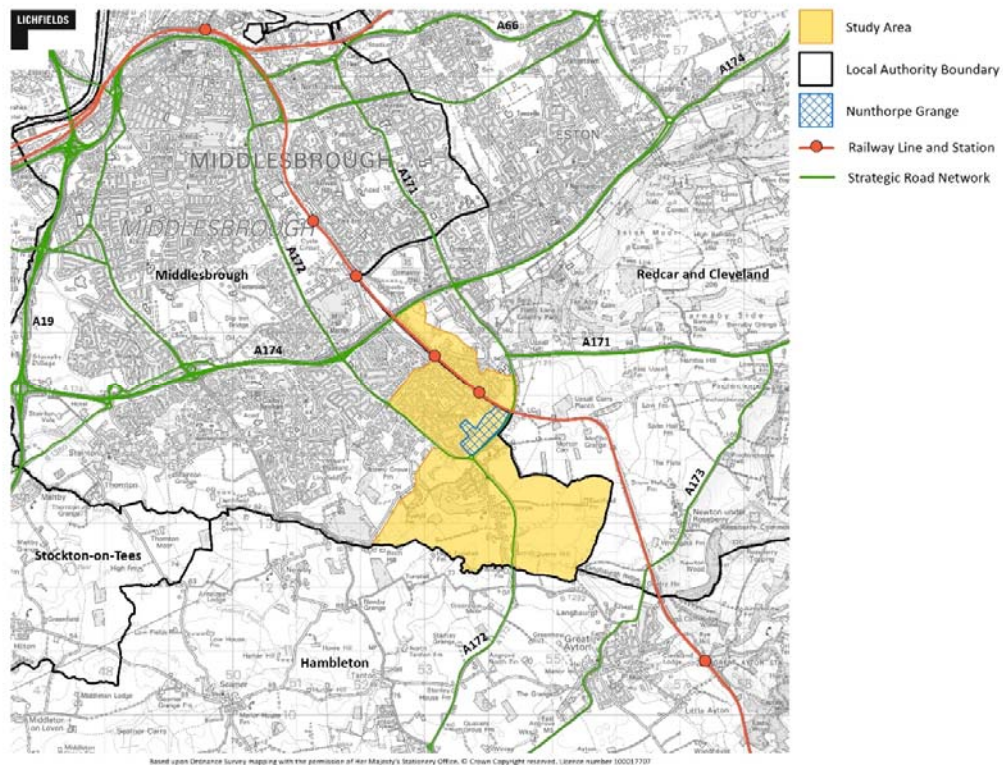
Strategic and Local Road Network

6.2 The A174 forms the northern boundary of the study area and connects the A19 in the west with Redcar and Whitby to the east. The A19 provides north-south connectivity between Stockton, Hartlepool and beyond, Sunderland and Newcastle in the north and York in the south.

6.3 Other significant routes through Nunthorpe include:

- The A172 (north-south) provides a connection between Nunthorpe and Middlesbrough town centre;
- The A171 (east-west) between Nunthorpe and Guisborough; and
- The A172 (north-south) between Nunthorpe and Stokesley.

Figure 6.1 Strategic transport network



Source: Lichfields

Public Transport

6.4 The following paragraphs summarise Nunthorpe’s accessibility by public transport (primarily rail and bus).

Middlesbrough Integrated Transport Strategy (2018)

6.5 In considering the future accessibility of Middlesbrough and the wider Tees Valley, Middlesbrough Borough Council adopted its Integrated Transport Strategy in December 2018, covering the period 2018 – 2028. The Strategy recognises there are many journeys made by private car, which could otherwise be made by more sustainable modes of transport. The Strategy identifies targets in the following key areas:

- Walking and Cycling;
- Public Transport;
- Rail; and
- Network Capacity and Air Quality.

Guidelines for Providing for Journeys on Foot (IHT, 2000)

6.6 Whilst it does not establish policy, and acceptable walking distances must be considered in light of the individual circumstances of an area, the Institute of Highways and Transportation (IHT) published ‘Guidelines for Providing for Journeys on Foot’ in 2000. The document provides an accepted and helpful starting point for considering a variety of issues, including acceptable walking distances. Paragraph 3.31 notes:

“Acceptable walking distances will depend on various factors including:

- *An individual’s fitness and physical ability*
- *Encumbrances, e.g. shopping, pushchair*
- *Availability, cost and convenience of alternatives transport modes*
- *Time savings*
- *Journey purpose*
- *Personal motivation*
- *General deterrents to walking.”*

6.7 The following distances are published by IHT as ‘suggested acceptable walking distances’ for some common facilities. They do not take into account mobility impairment.

Table 6.1: Suggested Acceptable Walking Distances

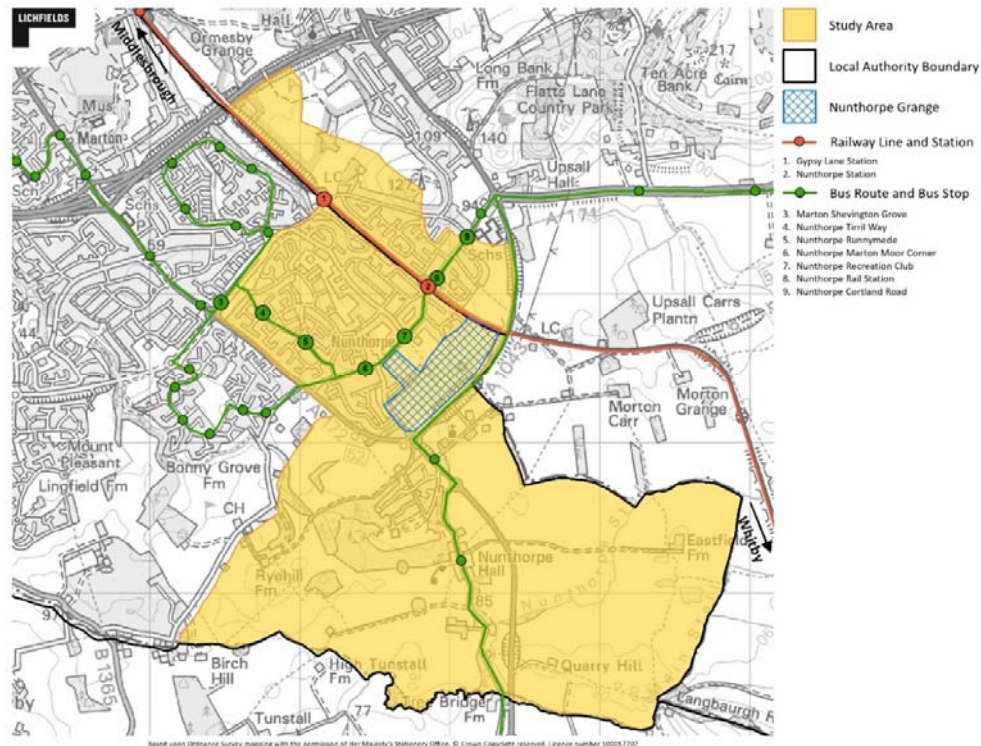
	Town Centres (m)	Commuting / School / Sight-seeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

Source: IHT

6.8 The above figures can be used to provide some context to the distances presented below.

6.9 Figure 6.2 shows the rail network and stations in Nunthorpe which include Gypsy Lane Station and Nunthorpe Station within the study area. It also shows the location of bus stops proximate to Nunthorpe Grange.

Figure 6.2 Public transport network

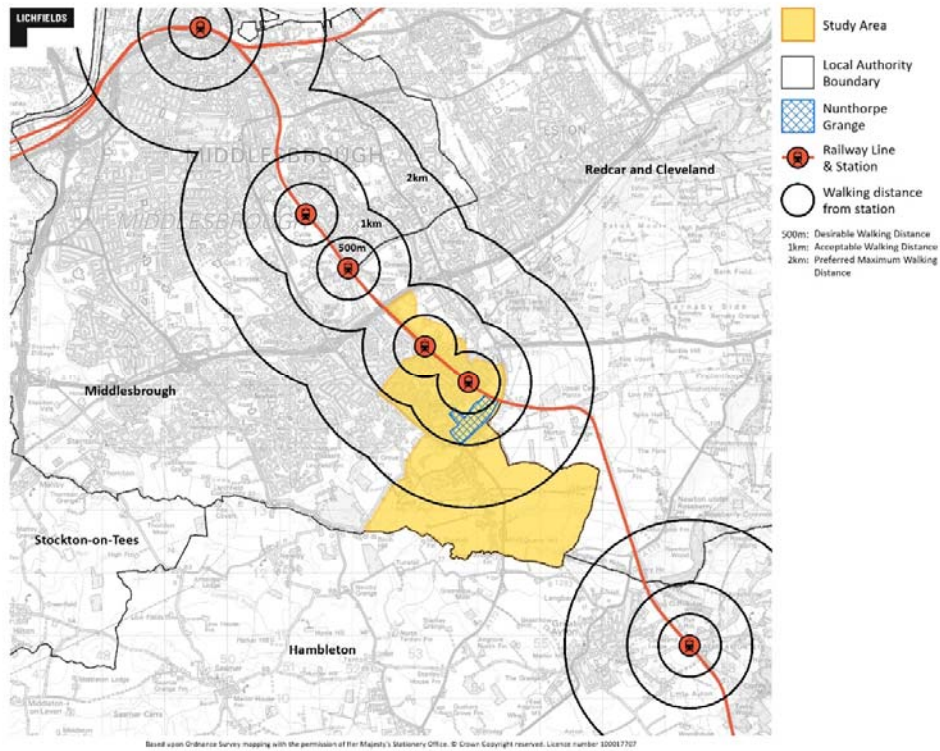


Source: Lichfields

Rail Services

- 6.10 Nunthorpe Station is approximately 0.3 miles (approx. 500m) from the Nunthorpe Grange site. Gypsy Lane Station is approximately a 0.9 mile (approx. 1.5km) walk.
- 6.11 Northern services run between the following major stations:
- Middlesbrough ⇄ Gypsy Lane ⇄ Nunthorpe ⇄ Whitby (approximately 8 times a day Mon-Sat & 11 times Sunday)
 - MetroCentre ⇄ Newcastle ⇄ Sunderland ⇄ Middlesbrough ⇄ Gypsy Lane ⇄ Nunthorpe (approximately every hour Mon-Sun)
- 6.12 All services run through Nunthorpe station which is closest to the Nunthorpe Grange site. Figure 6.3 illustrates the IHT ‘Desirable’, ‘Acceptable’ and ‘Preferred Maximum’ walking distances from the railway stations, based on the commuting distances used by IHT. Accepting that the IHT distances are guidelines only, and should not be used as a definitive acceptable distance allowing for consideration of individual circumstances, the plan illustrates the distances as concentric rings around the railway stations rather than precise walking distances.

Figure 6.3 Railway Station Walking Distances



Source: Lichfields

- 6.13 Nunthorpe station is approximately 0.3 miles (approx. 500m) from the Nunthorpe Grange boundary. Journey time from Nunthorpe Station into Middlesbrough is approximately 13 minutes. There are no cycle parking facilities at Nunthorpe station, only limited car parking.

Bus Services

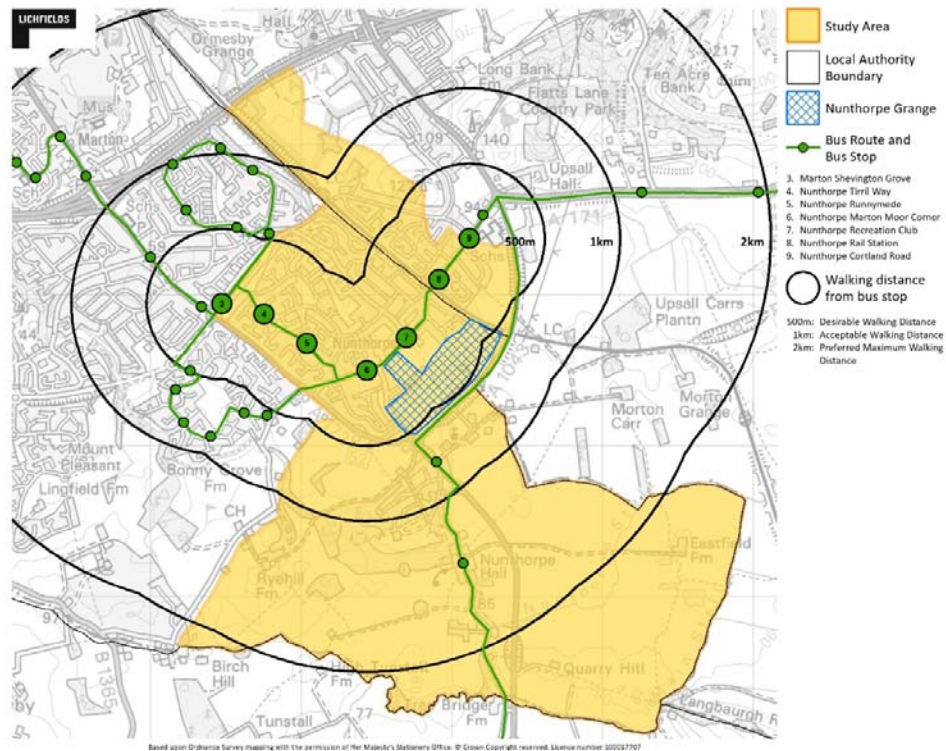
- 6.14 Nunthorpe is serviced by a number of bus services, providing connections to a variety of surrounding areas. Figure 6.2 shows bus routes and stops on the Arriva bus network which include the 28 (Lingdale ⇄ Middlesbrough), 28A (Stokesley ⇄ Middlesbrough) and 29 (Cyprus Road ⇄ Middlesbrough) services.
- 6.15 Two additional services 322R (Helmsley Road, Stokesley School ⇄ Albert Park Gate) and 323R (Stokesley School, Springfield, Stokesley ⇄ Stainton) operate school services during term time.

Location	Service	Destinations	Approximate Frequency Mon-Sat
Recreation Club	28	Lingdale ⇄ Middlesbrough	1 per hour
	28A	Stokesley ⇄ Middlesbrough	1 per hour
	29	Cypress Road ⇄ Middlesbrough	3 times per evening
Marton Moor Corner	28	Lingdale ⇄ Middlesbrough	1 per hour
	28A	Stokesley ⇄ Middlesbrough	1 per hour
	29	Cypress Road ⇄ Middlesbrough	3 times per evening

	322R	Helmsley Road, Stokesley School ⇔ Albert Park Gate	1 per day
	323R	Stokesley School, Springfield, Stokesley ⇔ Stainton	1 per day
The Paddock North	322R	Helmsley Road, Stokesley School ⇔ Albert Park Gate	1 per day
	323R	Stokesley School, Springfield, Stokesley ⇔ Stainton	1 per day
Church Lane	28A	Stokesley ⇔ Middlesbrough	1 per hour
	322R	Helmsley Road, Stokesley School ⇔ Albert Park Gate	1 per day
	323R	Stokesley School, Springfield, Stokesley ⇔ Stainton	1 per day
Nunthorpe Rail Station	28	Lingdale ⇔ Middlesbrough	1 per hour
	28A	Stokesley ⇔ Middlesbrough	1 per hour
	29	Cypress Road ⇔ Middlesbrough	3 times per evening

6.16 Figure 6.4 illustrates the IHT ‘Desirable’, ‘Acceptable’ and ‘Preferred Maximum’ walking distances from the identified bus stops, based on the commuting distances used by IHT. Accepting that the IHT distances are guidelines only, and should not be used as a definitive acceptable distance allowing for consideration of individual circumstances, the plan illustrates the distances as concentric rings around the bus stop rather than precise walking distances.

Figure 6.4 Bus Stop Walking Distances



Source: Lichfields

Summary

- Nunthorpe is accessible to two train stations and several bus stops providing connections to surrounding areas. Large parts of Nunthorpe are accessible to these services based on IHT preferred commuting distances; and
- The strategic road network provides access to the north-south A19 and east-west A66.

7.0 **Transport (highways)**

- 7.1 SYSTRA has undertaken a review of the baseline evidence of the Middlesbrough Council Local Implementation Plan and Action Plan (2021).
- 7.2 The Tees Valley has ambitious plans to grow the economy, which involves a collective target to create 25,000 jobs and build 22,000 new homes over the next 10 years. These targets are set out in the Tees Valley Strategic Economic Plan (SEP) and supporting Local Industrial Strategy (LIS).
- 7.3 To support the SEP and LIS, a Strategic Transport Plan (STP) has been prepared, consulted upon and approved by the Tees Valley Combined Authority (TVCA). The STP sets out how partner organisations and stakeholders will work to improve and invest in the transport network. To support the STP, a series of 'daughter documents' have been prepared. The LIP is one of these documents and sets out how the STP will be delivered within Middlesbrough.
- 7.4 In preparing this report it is understood that residents of Nunthorpe and the Parish Council have expressed concerns relating to traffic congestion and the perception of delays on the local highway network.
- 7.5 It is not within the scope of this Study to assess the capacity of the existing road network. However, the Council (as local planning authority) will continue to assess development proposals, where appropriate, using the authority's Strategic Highway Model. This approach is intended to ensure individual development proposals are considered holistically and that the cumulative impacts of development are properly assessed. The Strategic Highway Model has not been assessed by SYSTRA for this Study.
- 7.6 Development proposals are also assessed against the Council's sustainability strategies and policies, with a view to promoting sustainable travel and provide the necessary infrastructure to facilitate the delivery of development over the plan period. This commitment to sustainable travel is appropriate and is intended to reduce dependence on the private car, ensuring there are no significant adverse impacts on the highway network.
- 7.7 The Council is expected to work with developers to ensure that impacts arising as a result of new development are appropriately mitigated and that improvements to infrastructure are secured through the planning process.

Transport Vision

- 7.8 The LIP sets out the Transport Vision for Tees Valley and is included below for reference:
"To provide a high quality, quick, affordable, reliable and safe transport network for people and freight to move within, to and from Tees Valley."
- 7.9 SYSTRA are supportive of the vision as a whole; it sets out the requirement for the transport network to be inclusive for all that travel within, to and from the region. It acknowledges the need for the transport options to be accessible, dependent, and of good standard in order to ensure that people and freight are encouraged to make use of them.
- 7.10 We would however comment that there is no specific mention of active and/or sustainable modes of travel and would suggest that this be incorporated into the vision and supporting text to ensure that Middlesbrough Council acknowledge the climate change emergency.

Context

- 7.11 This chapter of the LIP sets out the local context within Middlesbrough. It outlines how Middlesbrough is at the heart of the ‘city centre’ region. This chapter also notes Middlesbrough Council’s Strategic Plan and the priorities within that have been designed to promote future prosperity which are: people, place and business.
- 7.12 Additionally, the LIP sets out the integral role transport will play in delivering these priorities, together within the priorities set out in the STP. There are six specific objectives:
- Reduce the number and severity of casualties on the Borough’s highway network;
 - Minimise congestion and manage traffic flow on the highway network;
 - Improve highway network reliability and resilience;
 - Improve local air quality;
 - Remove transport as a barrier to accessing jobs, education and training, leisure and retail opportunities; and
 - Provide targeted interventions and measures to assist mode shift and allow highway users to make informed travel choices.
- 7.13 SYSTRA are supportive of the six objectives outlined above. They cover key issues including safety, congestion, air quality, access to opportunities and mode shift. It is key that these objectives are delivered.
- 7.14 SYSTRA would comment how the six objectives link together and should not be seen in isolation. For example, minimising congestion on the highway network can help to improve reliability on the network, can help to improve air quality and can benefit the economy by reducing journey times and delay on the network. Additionally, measures to assist mode shift could help to reduce air quality.
- 7.15 SYSTRA note that, the 6th objective relating to mode shift could be reworded to specifically note the need to assist mode shift towards active and sustainable modes of travel.
- 7.16 SYSTRA encourages liaison with stakeholders to realise these objectives; for example, the objectives are similar to those set out by Highways England in the Strategic Business Plan 2020 - 2025 and would therefore encourage partnership work with Highways England to work together to deliver the objectives.

Highway Management and Planning

- 7.17 The LIP notes how Middlesbrough Council has the statutory responsibility of management of the local highway network.
- 7.18 In order to assist with the delivery of its Network Management duty, the Council has developed a strategic transport model covering all of Middlesbrough. This model is used to manage traffic growth, enable appropriate development to proceed, identify priority locations for investment and test them to ensure that they will operate efficiently and deliver value for money.
- 7.19 SYSTRA are aware that the model has been constructed to WebTAG guidance and has been independently audited. We support the use of a strategic transport tool and note the need to keep this up to date and make data available to interested parties.
- 7.20 Should particular areas of concern become evident, for example congestion hotspots on the local network, we would recommend a more detailed model be used to better understand the issue and to identify mitigation measures. This could involve the use of Empirical models such as

ARCADY to model a roundabout, PICADY to model a priority junction, or LinSig to model a signalised junction. These Empirical models can provide robust data on queue lengths, delay and capacity. A Microscopic (or micro-simulation) model could also be used such as VISSIM and PARAMICS which attempt to replicate the behaviour of individual drivers.

7.21 The LIP notes the importance of an efficient and safe transport network in order to attract inward investment and comments that the Council is making a clear statement to manage the highway network more efficiently, including the introduction of measures designed to achieve modal shift.

7.22 SYSTRA are supportive of this approach and agree with the notion to allow sustained economic growth and air quality improvements to be realised through more efficient network management, notably by providing a more integrated transport network that reduces dependence on the private car.

Hierarchy of Need

7.23 In order to promote and assist informed travel choices, the Council has adopted a hierarchy of highway users which is as follows: pedestrians, cyclists, public transport, freight / goods and finally private car.

7.24 SYSTRA are supportive of this hierarchy as it puts sustainable, active modes of travel at the forefront. We would note that this is in line with the Department for Transport 2020 Decarbonising Transport document whereby it is noted that they wish for public transport and active travel to be the natural choice for daily activities.

7.25 SYSTRA would however note that the global COVID-19 pandemic has highlighted the vast potential to embrace technology and working practices that can avoid the need to travel. We are aware that there is the opportunity to make this positive change a permanent behaviour going forward. It is therefore suggested that demand reduction is acknowledged as being different to minimising the use of private cars and encouraging the shift from motorised transport to active modes.

Measuring Success

7.26 This chapter makes reference to the Action Plan and notes that a number of indicators, together with historical and baseline data will be used to track progress and inform if changes are required to address corporate priorities. The chapter also notes external influences that could impact the effectiveness of the interventions including political, economic, social, technological, environment and legislative. The LIP states that progress against key indicators will be reviewed on an annual basis to monitor against the objectives and ensure that the LIP remains fit for purpose.

7.27 SYSTRA are supportive of this approach and note the need for the LIP to be a live document that can change in order to align with an unpredictable future.

7.28 A table is included in this chapter which sets targets for each indicator, for example for outcome 1 which is “reduction in the incidence and severity of casualties on the Borough’s highway network” has a target of “reduce total number of casualties, based on a three-year moving average – 250 incidents by 2025.” The table also includes risk against achieving each outcome / indicator. Other indicators / outcomes include but are not limited to increased public transport patronage, air quality, employment and accessibility.

7.29 SYSTRA are supportive of making the indicators / outcomes detailed and assigning a specific, often numerical, target to them as this will enable the targets to be more easily monitored. As

previously noted, we are supportive of the type of indicators / outcomes referred to by Middlesbrough Council as they note key issues for the area, and the wider region and country.

7.30 SYSTRA would however suggest that a plan is put in place in case these targets are not met.

Appendix 1: Monitoring Data and Graphs

Casualty Data

7.31 This section of the appendix includes two graphs detailing the number of road user casualties between 2015 and 2019. The overall trends have been consistently down, although progress has slowed slightly in recent years. The LIP notes that the challenge will be maintaining a downward trend in casualty numbers against a background of increasing traffic flow and reduced capital and resources.

7.32 SYSTRA agree with the need for safety to be of paramount importance and that every effort should be made to ensure that Middlesbrough's road network is as safe as possible. As previously, communication with key stakeholders, including Highways England, will be key in delivering this ambition.

Congestion and Delay

7.33 Monitoring of congestion, vehicle flows and delay will be undertaken at 3 key junctions in order to assess the overall picture within the Councils Highway network. The 3 junctions are as follows:

- Hartington Interchange – major Town Centre interchange connecting the strategic local network with the A66 (Key Road network)
- Borough Road/Newport Road – major Town Centre junction between 2 key strategic local roads
- Stainton Way/Dixons Bank junction – major out of town junction on the strategic local network

7.34 Data has been taken from the month of October (neutral month) and graphs showing the variance between 2016 and 2019 have been presented. Overall, the above graphs highlight that the journeys through the above junctions have become slightly more reliable, and slightly less congested between 2016 and 2019 on the key road network, but slightly worse on the local network. This information will assist in identifying areas to prioritise improvement works in order to create a more reliable and less congested highway network.

7.35 We would suggest that data relating to locations which interact with the Strategic Road Network is shared with Highways England. We would also reiterate the need for demand management to be put at the forefront of planning whereby encouragement is given to a reduction in the need to travel.

Public Transport Patronage Figures

7.36 Graphs presented in this chapter illustrate that bus patronage shows a long-term decline, which is not unique to Middlesbrough. The LIP aims to reverse the decline in bus patronage by creating a Tees Valley bus partnership with operators.

7.37 Graphs relating to rail patronage illustrate a more stable trend, however it is shown to be declining. Improvement at Middlesbrough Railway Station and franchising improvements including the direct London service is noted.

7.38 SYSTRA are supportive of the notion to improve bus and rail patronage and are supportive of the measures that aim to encourage use and improve accessibility.

7.39 SYSTRA are aware that there is a proposed Park and Ride facility at Nunthorpe. While the facility is outside of the Middlesbrough authority area, the Council support the initiative and comment that they will work with stakeholders to assist in its delivery. We are supportive of this new facility in principle due to the potential benefits it could bring to Middlesbrough and the surrounding area.

Air Quality

7.40 Graphs relating to Nitrogen dioxide, Particulate Matter PM10 and Particulate Matter 2.5 are presented. The chapter notes that Middlesbrough is not in breach of any air quality objective levels and has improved over time.

7.41 SYSTRA acknowledge that Middlesbrough is not in breach of air quality objectives however continue to encourage measures to further improve air quality in the area.

Accessible Network

7.42 The graph illustrates that time taken to access key services has slightly increased over the monitored period. The Council aims to reduce the time taken to access these services by sustainable travel.

7.43 SYSTRA are supportive of this aim and note the importance of ensuring that sustainable transport is accessible to encourage maximum uptake.

Employment Statistics and Economic Growth

7.44 The graphs illustrate a decrease in the levels of unemployment across each population, along with an increase in the number of businesses registered in Middlesbrough since 2015. However, Middlesbrough has higher levels of unemployment than the greater populations. The LIP notes that increasing levels of employment increases pressure on the road network.

7.45 SYSTRA would highlight the importance of encouraging sustainable modes of travel to be used when travelling to work. As above, the need to travel should be limited where possible.

Additional Comments

TRICS 2021 Decide and Provide Guidance

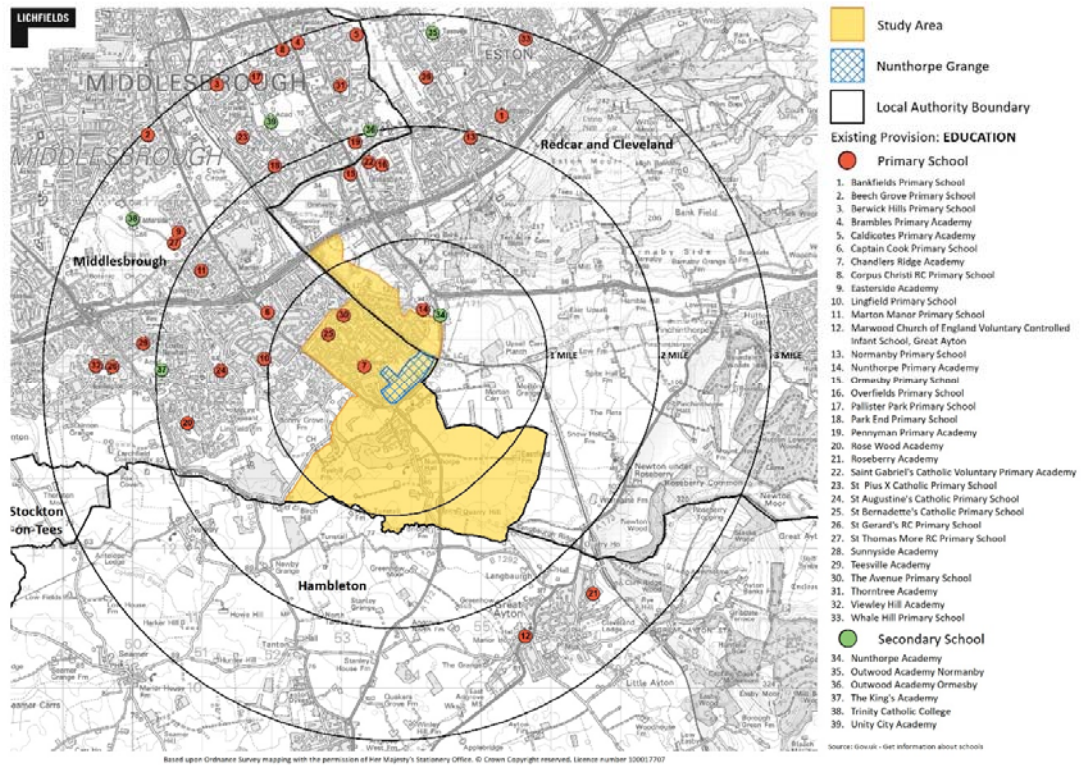
7.46 SYSTRA are aware that, since the LIP and associated documents were issued, TRICS has issued new guidance relating to development planning. A lot has changed since the initial TRICS guidance was released; improved access to broadband, how we communicate, how and where we travel to and to what extent, improved accessibility to people, goods and jobs and the transport system itself to name a few. These changes, along with the impacts of the COVID-19 pandemic and the legally binding commitment that the UK has set itself to decarbonise its economy has meant that the way we plan for the future is beginning to change and we need to respond to the circumstances above.

7.47 The new Decide and Provide guidance provides a starting point to ensuring that new developments are more sustainable, and we would suggest that Middlesbrough Council review this document to consider whether any of the LIP and associated documents need to be revised.

8.0 Education

8.1 This chapter sets out the education provision on offer in the Study Area, at both primary and secondary level. The capacity of these schools is also set out for the establishments within closest proximity of the site. Figure 8.1 shows existing primary and secondary school provision within a 3-mile radius of the Nunthorpe Grange site.

Figure 8.1 Existing school provision



8.2 Lichfields' approach to assessing future capacity aligns with guidance set out by the Department of Education. It assesses the number of primary schools within a 2-mile walking distance of a site, and secondary schools within a 3-mile walking distance.

Primary Schools

8.3 Middlesbrough Council identify 6 primary schools within a 2-mile walking distance of the Nunthorpe Grange site, as shown in Table 8.1. The total capacity across all 6 schools is considered but also the total capacity if St Bernadette's Catholic Primary is not considered, as it is not known how many families would select a Catholic education.

8.4 The figures presented in Table 8.1 include only statutory age groups (reception to year 6) and exclude any nursery provision.

Table 8.1 Primary Schools within 2 miles walking distance of Nunthorpe Grange

Name	School Capacity	Number of Pupils (January 2021)	Surplus Capacity
Nunthorpe Primary School	209	210	-0.5%
Ormesby Primary School	367	308	16.1%
St Bernadette's Catholic Primary School	210	199	5.2%
Chandlers Ridge Primary School	350	319	8.9%
Captain Cook Primary School	420	383	8.8%
The Avenue Primary School	315	324	-2.9%
Total	1,871	1,743	6.8%
Total (excl. Catholic Schools)	1,661	1,544	7.0%

Source: Middlesbrough Borough Council

- 8.5 As shown in Table 8.1, there is capacity in 4 of the primary schools within walking distance of the site, whilst 2 are currently over capacity. Across all 6 schools there are 128 spare places, equivalent to 6.8% capacity. This rises to 7.0% surplus capacity if Catholic schools are not considered.
- 8.6 There is currently capacity across the primary schools in line with the 2% vacancy rate recommended by the National Audit Office and Department for Education¹ for school place planning purposes, to allow for choice and annual fluctuations in intakes.
- 8.7 Beyond the base date of the above data, it is understood Middlesbrough Council's Cabinet approved investment of £750,000 in May 2021. Investment will increase pupil capacity at St Bernadette's (two additional classrooms comprising 1 nursery and 1 reception), Chandlers Ridge (two additional classrooms), and The Avenue (increase capacity to approximately 420).

Secondary Schools

Table 8.2 Secondary Schools within 3 miles walking distance of Nunthorpe Grange

Name	School Capacity (excl. post 16)	Number of Pupils (excl. post 16)	Surplus Capacity
The King's Academy	1,300	1,286	1.1%
Outwood Academy Ormesby	825	912	-10.5%
Nunthorpe Academy	1,675	1,553	7.3%
Total	3,800	3,751	1.3%

Source: Middlesbrough Borough Council

- 8.8 Middlesbrough Council identify 3 secondary schools within a 2-mile walking distance of the Nunthorpe Grange site, as shown in Table 8.2. The data shows that there is 7.3% capacity in Nunthorpe Academy and 1.1% surplus capacity at The King's Academy, resulting in 1.3% surplus capacity across the 3 secondary schools combined.
- 8.9 The figures presented in Table 8.2 include capacity and roll numbers for sixth form provision.

¹ National Audit Office and Department for Education (2017) Capital Funding for Schools

- 8.10 Whilst the figures provided illustrate a clear capacity issue at Outwood Academy, it is understood that recent investment in the school will increase capacity to around 1,050, resulting in a small surplus capacity based on current roll numbers.

Development Pupil Yields

- 8.11 In assessing the needs for additional education provision as part of proposed developments, the Council uses a standard formula to calculate the number of children, across different age ranges, likely to be generated by new housing development. The Standard children yields for new development in Middlesbrough are set out in Table 8.3.

Table 8.3 Typical Housing Development Pupil Yield

Phase	Children per 100 Family Homes		
	Faith Schools	Non-faith Schools	Total
Primary (R – Y6)	5	19	24
Secondary (Y7 – Y11)	2	12	14

Source: Middlesbrough Borough Council

- 8.12 Future birth rates will also need to be considered in projecting future school place capacity. Over the 20-year period of 2000 to 2020, birth rates are similar (1,717 births in 2000/01 and 1,762 in 2020/21). However, annual birth rates show they peaked in 2010/11 (2,095 births) and they have declined almost every year since. Continuation of this trend could create additional school capacity.

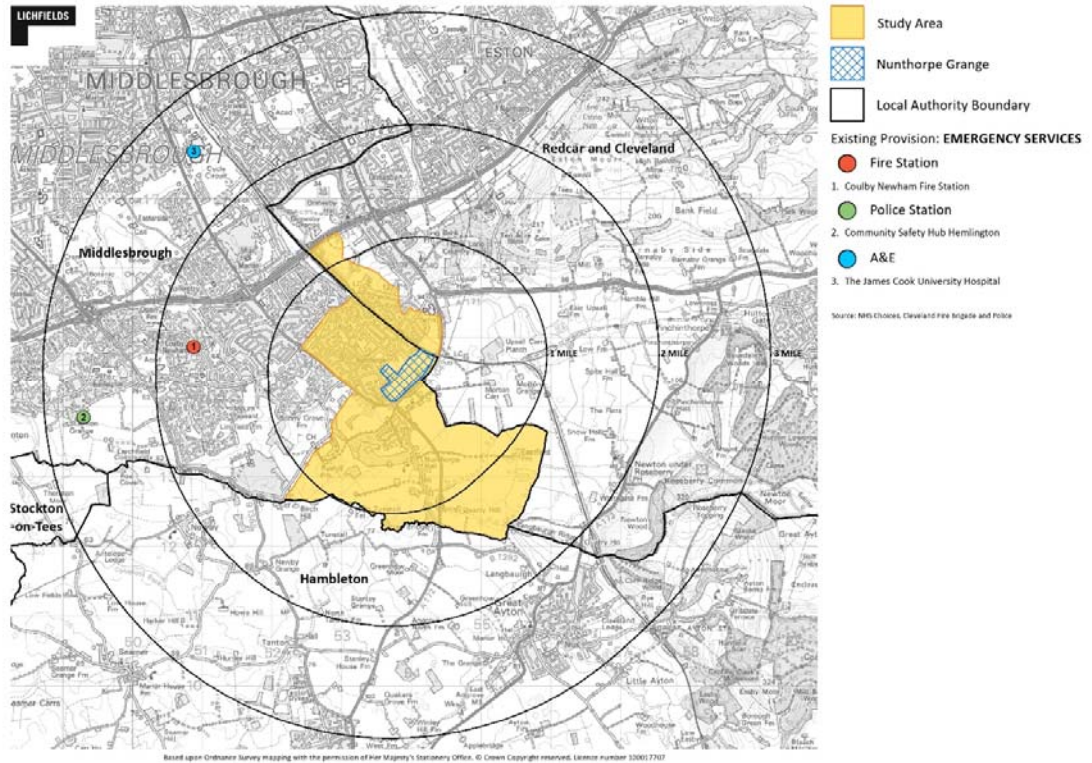
Summary

- At the current base date, there are two primary schools and one secondary school with no capacity to accommodate additional children;
- Funding is committed to deliver increases in capacity across a number of primary and secondary schools, with the funding expected to deliver a surplus capacity in all schools identified; and
- Birth rates will need to continue to be monitored to understand what this could mean for future roll calls, with indications suggesting there could be a reduction in birth rates and, consequently, future school enrolments.

9.0 Emergency Services

9.1 This section outlines the emergency services that are accessible from the study area. This includes hospitals, police and fire & rescue services. Figure 9.1 shows existing fire and police stations and hospitals with accident and emergency departments within a 3-mile radius of the Nunthorpe Grange site.

Figure 9.1 Emergency services



Source: Lichfields

Fire and Rescue

9.2 The study area lies within the area serviced by Cleveland Fire Brigade. The closest fire station to the study area is Coulby Newham Fire Station, which is within 2 miles of the Nunthorpe Grange site. Coulby Newham Fire Station is a Whole Time Station.

Police

9.3 The study area lies within the area serviced by Cleveland Police. The nearest police station to the study area is the Community Safety Hub at Hemlington, which lies within 3 miles of the Nunthorpe Grange site.

Ambulance

9.4 The nearest Accident and Emergency Department is at The James Cook University Hospital, located within 3 miles of the Nunthorpe Grange site.

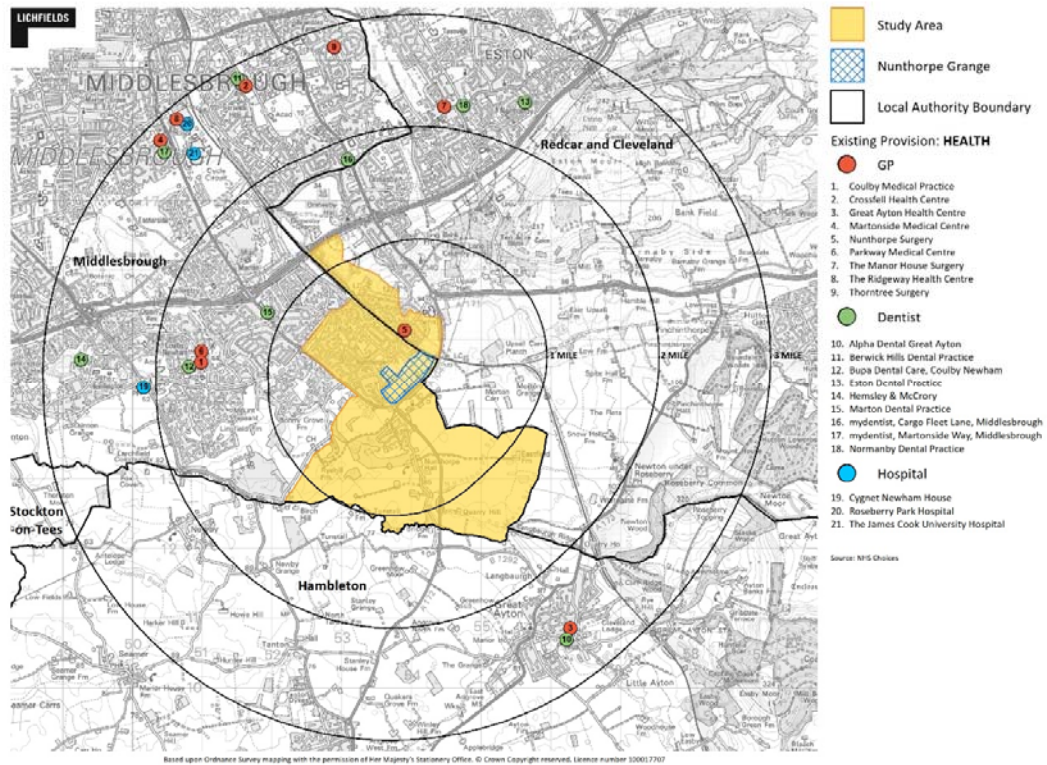
Summary

- The study area is served by existing fire and rescue, police and ambulance services, with James Cook University Hospital being within 3 miles of Nunthorpe Grange.

10.0 Health and Social Care

10.1 This section discusses the health and social care facilities and services available to the study area, including doctors, dentists, hospitals and residential care facilities. Figure 10.1 shows existing GPs, dentists and hospitals within a 3-mile radius of the Nunthorpe Grange site.

Figure 10.1 Existing GPs, dentists and hospitals



Source: Lichfields

Doctors

10.2 9 GP practices are identified to be within 3 miles of the Nunthorpe Grange Site, with a total of 41² Full Time Equivalent (FTE) GPs. These practices provide for 64,948 patients³. Across these practices, there is a ratio of 1 FTE GP to 1,594 patients. This is below the GP/patient ratio identified by the Department of Health benchmark of 1 to 1,800 patients.

10.3 If only those practices which fall within 3-mile walking distance are considered, this comprises 5 GPs:

- Nunthorpe Surgery (Holgate PCN);
- Coulby Medical Practice (Greater Middlesbrough PCN);
- Parkway Medical Centre (Greater Middlesbrough PCN);
- Great Ayton Health Centre (Hambleton North PCN); and

² NHS General Practice Data, December 2020

³ GP and patient data are not available for the Ridgeway Health Centre

⁴ Data used for Borough Road and Nunthorpe Medical Group as isolated data for Nunthorpe Surgery unavailable.

- Martonside Medical Centre (Central Middlesbrough PCN).

10.4 In total, these practices provide for 44,814 patients, staffed by 32 FTE GPs. Across these practices, there is a ratio of 1 FTE GP to 1,398 patients. This is a lower ratio than for the Central Middlesbrough PCN (1 FTE GP to 2,095 patients), the Greater Middlesbrough PCN (1 FTE GP to 2,216 patients), the Holgate PCN (1 FTE GP to 1,828 patients) but a higher ratio than for the Hambleton North PCN (1 FTE GP to 1,231 patients).

Dentists

10.5 There are 9 dental practices within 3 miles of the Nunthorpe Grange site, although only 4 are located within 3-mile walking distance of the site, including:

- Marton Dental Practice;
- Bupa Dental Care, Coulby Newham;
- Mydentist, Cargo Fleet Lane; and
- Mydentist, Martonside Way.

10.6 Data is not available for capacity in the local area. Based on phone interviews with the practices within the area, only one of the 9 practices are accepting new NHS patients⁵. None of the practices within 3 miles walking distance of the site were taking new patients. However, a number of the surgeries who were not accepting new patients said that this was as a result of reduced capacity as a result of Covid-19 restrictions and anticipated that they would start taking new patients once restrictions were lifted.

Hospitals

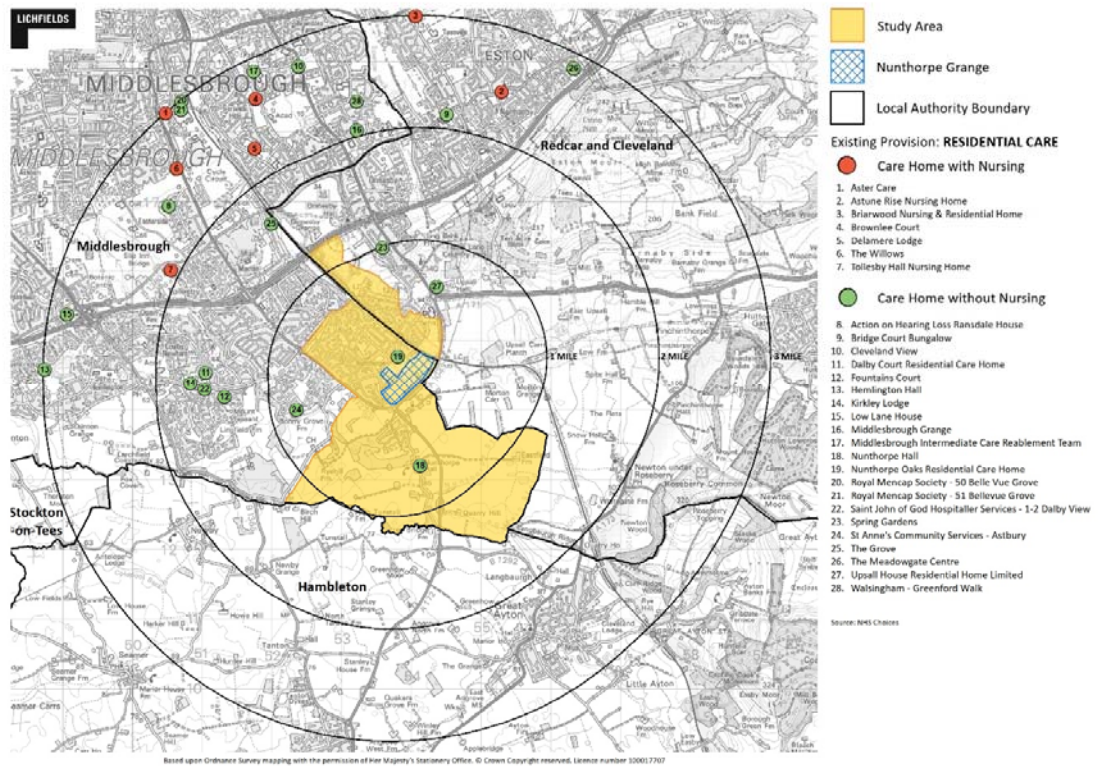
10.7 There are 3 hospitals within 3 miles of the Nunthorpe Grange site. Cygnet Newham House and Roseberry Park hospitals provide specialist services, whilst the James Cook University Hospital provides a comprehensive range of services, including Accident and Emergency services.

Residential Care

10.8 Figure 10.2 shows existing NHS care homes, with and without nursing, within a 3-mile radius of the Nunthorpe Grange site.

⁵ Data collected February 2021

Figure 10.2 NHS care homes with and without nursing



Source: Lichfields

- 10.9 As shown by Figure 10.2, there are 35 NHS residential care homes within 3 miles of the Nunthorpe Grange site, 7 with nursing and 28 without nursing.
- 10.10 There are known private residential care facilities within the area although due to the way these facilities are operated it has not been possible to confirm their capacity accurately.

Summary

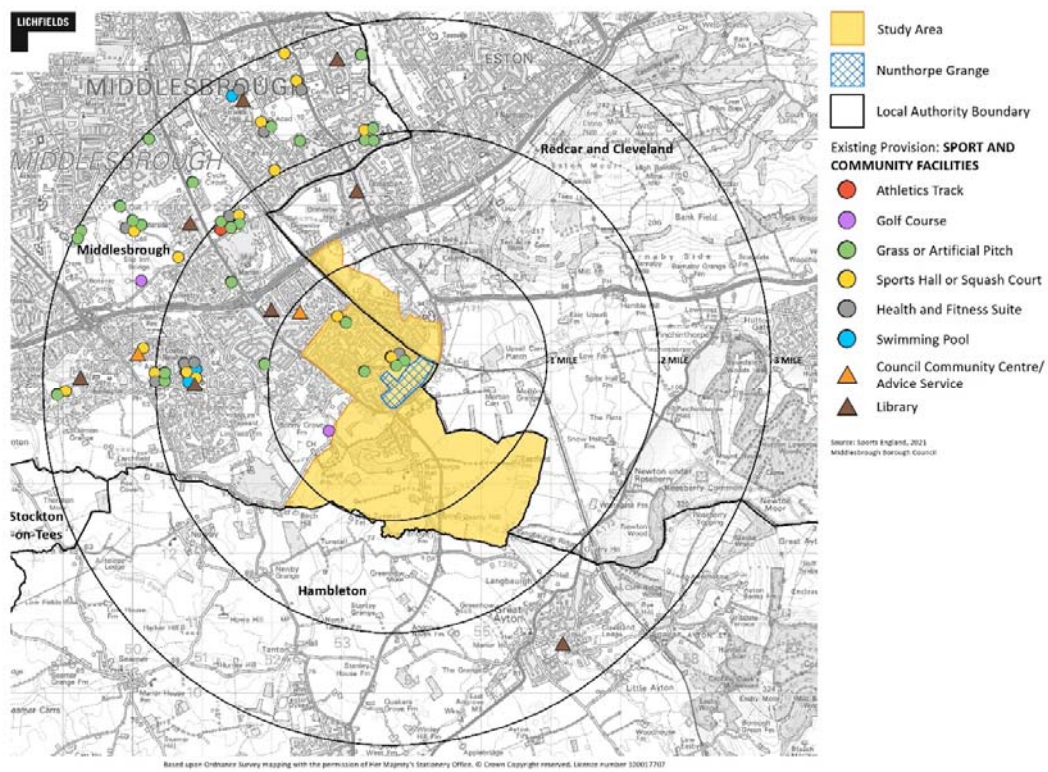
- The Study Area is served by a number of GP practices, all of which have patient numbers below the Department of Health benchmark and other areas of Middlesbrough;
- There are 4 dentist practices within 3 miles of Nunthorpe Grange, although there is limited data available on capacity to accept additional NHS patients; and
- There are 35 NHS residential case homes within 3 miles of Nunthorpe Grange, and further private residential care facilities. Capacity data is not readily available for these facilities.

11.0 Community Facilities

11.1 Figure 11.1 shows sports and community facilities within a 3-mile radius of the Nunthorpe Grange site.

11.2 There are 8 libraries within three miles of the site, the nearest of which is the Marton Library and Community Hub, located approximately 1.4 miles walking distance from Nunthorpe Grange. Additionally, the Nunthorpe Institute, within the grounds of The Avenue Primary School provides some community centre resources, hosting a variety of local groups and organisations. Marton Community Centre is also located approximately 1.3 miles walking distance from Nunthorpe Grange.

Figure 11.1 Sports and community facilities



Source: Lichfields

11.3 There are a number of sports facilities in the vicinity of Nunthorpe Grange. These include grass pitches, a squash court and a health and fitness suite at Nunthorpe and Marton playing fields and grass pitches at Chandlers Ridge Academy. Additionally, Middlesbrough Golf Club is located approximately 1.5 miles walking distance from Nunthorpe Grange.

11.4 The nearest shops to the site are located on Guisborough Road in the vicinity of Nunthorpe Station and approximately 0.3 miles walking distance from Nunthorpe Grange. The shops are understood to include a mixture small convenience retail uses.

Summary

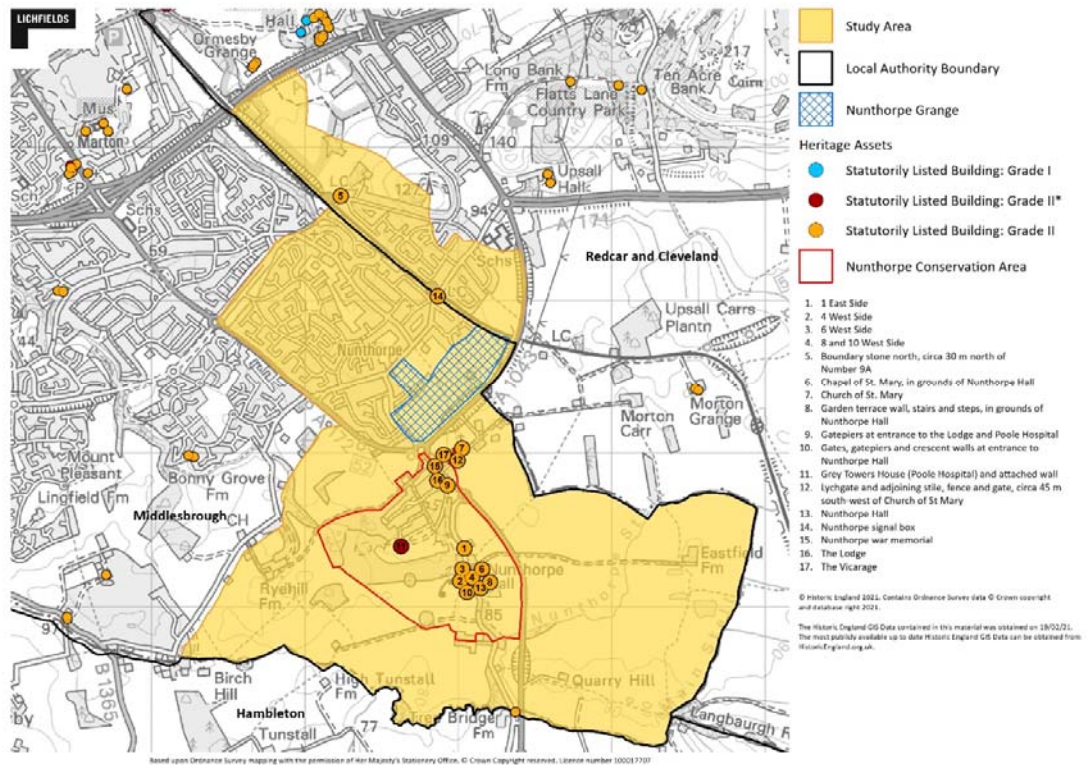
- There are numerous public and private community facilities located within the Study Area, including parks, athletics tracks, libraries, and a golf course, amongst other facilities.

12.0 Historic Environment

12.1 Figure 12.1 shows statutorily listed buildings within a 3-mile radius of the Nunthorpe Grange site and the Nunthorpe Conservation Area. There are 16 Grade II listed heritage assets within the study area and one Grade II* listed asset.

12.2 The listed buildings are mainly clustered around the Church of St Mary, approximately 210 m south east of the Nunthorpe Grange site, and around Nunthorpe Hall, approximately 900 m south of the site. Both of these areas fall within the Nunthorpe Conservation Area.

Figure 12.1 Listed buildings and conservation areas



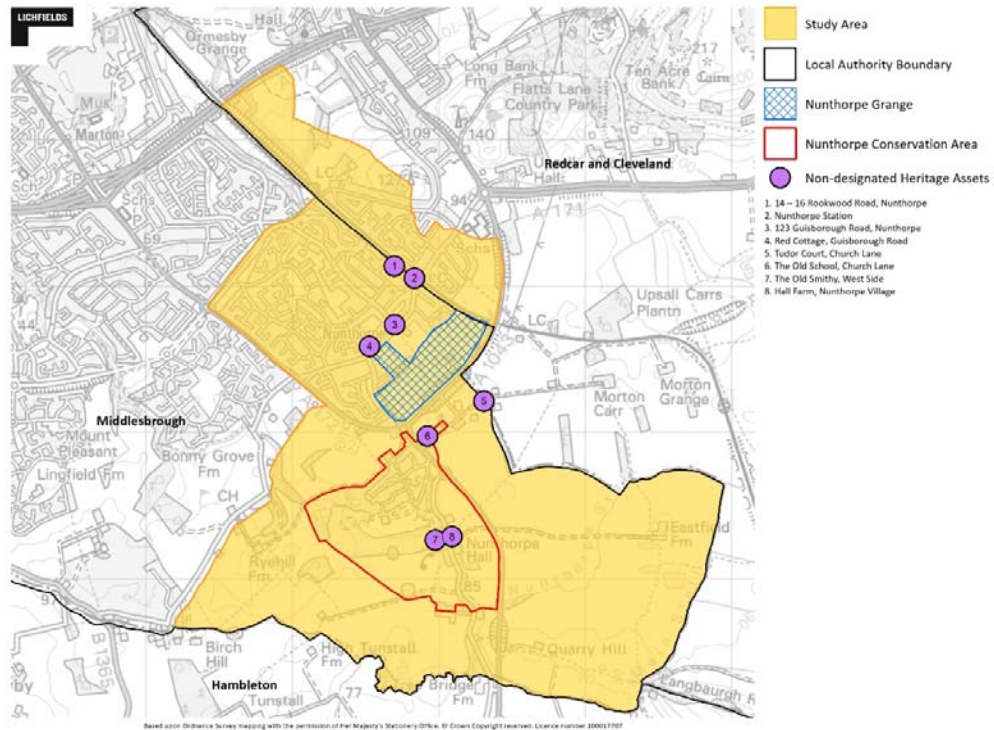
Source: Lichfields/Historic England

12.3 In addition to the properties which are statutorily designated heritage assets, the Council has also identified a number of other buildings in the area which are non-designated heritage assets. The Council has identified non-designated heritage assets in the Middlesbrough Local List (2011). Historic England defines non-designated heritage assets as follows:

“Non-designated heritage assets are locally-identified ‘buildings, monuments, sites, places, areas or landscapes identified by plan-making bodies as having a degree of heritage significance meriting consideration in planning decisions but which do not meet the criteria for designated heritage assets’”

12.4 Non-designated heritage assets within the study area are as identified on Figure 12.2, below.

Figure 12.2 Non-designated Heritage Assets



Source: Lichfields/Middlesbrough Council

12.5

The non-designated heritage assets include a mixture of houses and other buildings, many of which have been occupied at some time by locally significant residents.

Summary

- Whilst there are numerous listed buildings within the Study Area, there are none that are likely to impact on the development potential of the allocated housing sites. Applications will need to consider the potential for below ground heritage to exist on a site-by-site basis.
- There are also a number of non-designated heritage assets, reflecting the significance of some parts of the local history.

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