

ABOUT TAYLOR WIMPEY

WWW.TAYLORWIMPEY.CO.UK



This image shows our development in Tarvin.



Planning sustainable communities



More than building homes



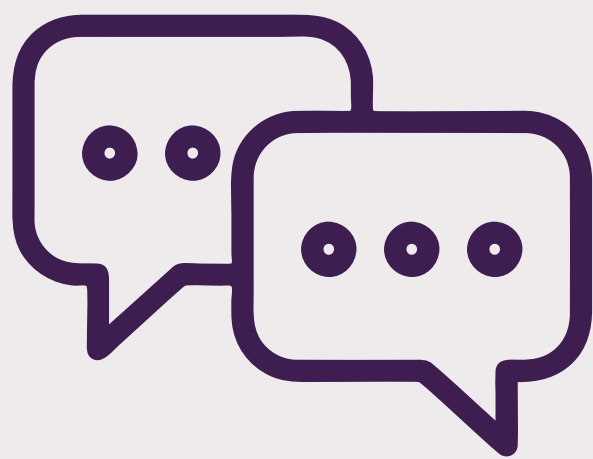
Green spaces



Energy efficient homes



We embrace diversity and inclusion in our policies and practices



Engaging with local people



“Our purpose is to build great homes and create thriving communities. Achieving our purpose means building homes and places that enhance people’s quality of life, foster local community relationships and bring economic growth and skilled employment.”

For more information, visit:
taylorwimpey.co.uk



Taylor Wimpey lays the foundations for thriving communities

10,593
completions
in 2024

£345m
to local
communities
across UK
in 2024



*Improvements
to public
transport*



*Landscaping,
sports and
play areas*

DEVELOPMENT PROPOSAL

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Our designs for land south of Green Lane, Yarm

Taylor Wimpey is preparing an outline planning application for up to 600 new homes in Yarm. The site is located to the south of Green Lane and is approximately 36 hectares in area.

The proposals are to establish a masterplan for residential development that will inform more detailed design layouts in the future. The proposals, although not detailed at this stage, will include private homes and affordable housing in line with local planning policy.

We invite you to review each of the boards and provide us with your feedback via the feedback form or please feel free to contact us via email or post.



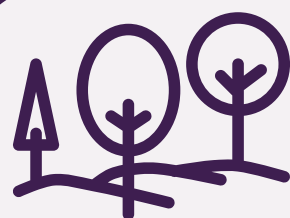
Key facts



Up to
600 new homes

20%

affordable
homes



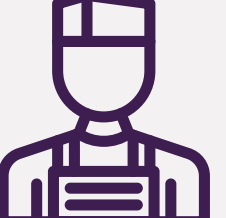
Onsite play areas
and public open
space

10%

biodiversity
net gain



Expected mix
of 2-5 bed
properties



Retention of
Hutchinson Hobbs
Farm Shop &
Butchers

CHARACTER AND DESIGN

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Local context that influences the design

The site is located to the southern edge of Yarm, south of Green Lane. The land is currently agricultural fields and a golf driving range, and is bounded to the west by Hutchinson Hobbs Farm Shop and Butchers, beyond which is HMP Kirkclevington Grange. To the north is the Levendale area of Yarm, comprising of homes, a primary school, retail units and a public house. To the south and east is open countryside.

The proposals are seeking to provide a masterplan for future development of up to 600 new homes. An analysis of the site and context has been undertaken and has informed the development of the masterplan.

Before we start designing our scheme we complete an assessment of the site and the surrounding area to assess the suitability of the site and identify key constraints and opportunities that will influence the design.

The key characteristics include:

- Preservation of existing trees and hedgerows where possible, creating a buffer between Green Lane/ Leven Bank Road and the proposed development.
- Two vehicle access points from Green Lane, creating a spine road through the site.
- High and medium risk surface water flooding areas to be avoided.
- Adjacent uses to be considered with regards to the position of any new dwellings.
- Opportunity to create a network of open spaces incorporating formal landscaping, play areas and natural planting.
- Opportunity to enhance ecology on site with a range of landscaping character areas.
- Urban density decreases approaching the southern edge of the development.



Illustrative Masterplan
with design principles



1. Retained Landscaping
Preserving existing trees and hedgerows will create different character areas and create a soft buffer between Green Lane and the new development. Direct pedestrian access to the farm shop and two access points will create connections to local amenities.



2. Green Infrastructure
Working with the existing topography, flora and fauna and surrounding amenities, create homes that will be connected to the landscape with footpaths, bridleways, local landmarks and amenities, providing activity and access to the wider community.



3. Rural Edge
Urban density decreases approaching the southern and eastern edge of the development. Tree planting, enhanced hedgerows, strategic use of existing topography, and sensitive boundary lighting helps to preserve the rural character and protect sensitive views from surroundings.



4. Tree Lined Verges
Main route throughout the site includes tree lined verges to ensure that new landscaping elements are integral to the development providing areas to stop and relax in the shade.



5. Active Routes
Non-vehicular routes throughout the development placed alongside existing and enhanced landscape features to create active routes for play, exercise or relaxing, providing a connection with the changing seasons.



6. Play
Safe, inclusive and accessible play areas for children and adults, including Play on the Way, active routes, kick about spaces and equipped play spaces. Sustainable solutions integrating natural elements, providing durable spaces for current and future generations to enjoy.

PROPOSED MASTERPLAN

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Illustrative Masterplan
with design principles

Key

- Primary vehicle route/bus route with 4m wide combined footpath and cycle way one side and 2m footpath the other
- Secondary roads within character areas
- Shared surfaces and shared private drives
- Non-vehicular routes including play on the way stations.
- Transport Hub
- Play areas/ LEAPS and LAPS
- Existing trees and hedgerows
- Proposed landscaping areas
- Proposed open space/kick about area
- Suds
- Pumping station



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Building sustainably

Taylor Wimpey is committed to Sustainable Construction and has implemented a comprehensive sustainability strategy designed to reduce carbon dioxide emissions and make efficient use of resources to deliver high quality, sustainable new homes.

We are committed to building sustainable communities by incorporating energy efficient features into each home we build, such as high quality insulated roofs, walls, and windows, through to energy efficient appliances, zoned heating systems and water saving taps.

Construction Standards

We have the highest average NHBC Construction Quality Review score of any major housebuilder, a true testament to the quality of the homes we build. With checks at 38 stages of build, you can be assured our new homes will be finished to the very best standard.

Future Homes Standard

- The homes at Green Lane, Yarm will meet the 2025 Future Homes Standard (FHS), targeting 75-80% less carbon emissions than homes built under the previous Building Regulations and will be 'zero-carbon ready'.
- Low-carbon heating systems like heat pumps will be used to enhance energy efficiency, alongside improved insulation to minimise heat loss.
- Reduced water usage with flow restrictive taps and water saving appliances.

Materials

- Taylor Wimpey partners with select subcontractors to ensure high-quality homes built safely, efficiently, and with minimal environmental impact.
- Currently, 95% of our timber comes from responsibly managed forests certified by schemes like FSC or PEFC.



*This Specification will vary by individual home

**The Future Homes Standard is subject to further government consultation in June 2023

TW 2025 Future Homes Standard Home

Protecting and preserving the natural environment

Protecting and preserving the natural environment including valued landscapes and habitats is a key priority. Our design process involves an evaluation of the site and how it relates to the surrounding area in terms of its character and setting.

The proposed masterplan looks to create a range of habitats and a network of open spaces. Existing landscape features such as the boundary hedges are maintained with minimal removal to form the new site accesses and internal spine road.

The proposed landscaping strategy will include new areas of open space, tree and hedgerow planting, kick about area and children's play areas. Additional features within the open space will include bug hotels, bee hives and bird / bat boxes.

To make the edges of the development more informal, natural planting is proposed to create a rural edge to the development which will enhance the ecological value of the site.

All areas of open space will be accessible throughout the development and accessible to the wider community.



Access into the development

Access into the development is to be provided via two access points from Green Lane, creating a spine road through the development which will be wide enough to accommodate a bus route, as well as footpaths and cycle paths.

As part of the proposals, a mobility hub will be created which supports sustainable, multimodal travel while enhancing community spaces. Designed for inclusivity, the hub will be fully accessible to those using mobility scooters, wheelchairs or pushchairs, creating safe and adaptable areas. The hub will have a bespoke design with features which may include; bus stops, cycle parking stands, seating and parklets, cycle storage, bike pumps, community noticeboards and associated green space.

Within the development, a hierarchy of roads will be provided, including different typologies to create different character areas, including a village high street, rural edge and modern mews. New walking / wheeling routes between the site and Leven Road incorporate improvements carried out within the adopted highway on Green Lane and Kirk Road which will provide a direct walking and wheeling route between the site and Leven Road, via Kirk Road and Leven Park.

As part of the planning application a transport assessment will also be prepared and submitted.



1. Western Access

New vehicular access onto Green Lane via a signalised junction with full pedestrian and cycle crossing facilities. The access and spine road will be wide enough to accommodate a bus route as well as internal walking and cycling infrastructure.

2. Eastern Access

New vehicular access will be created on Green Lane via an additional arm at the proposed signalised junction with Glaisdale Road. The junction will include full pedestrian and cycle crossing facilities. The access and spine road will be wide enough to accommodate a bus route as well as internal walking and cycling infrastructure.

3. Walking/Wheeling link

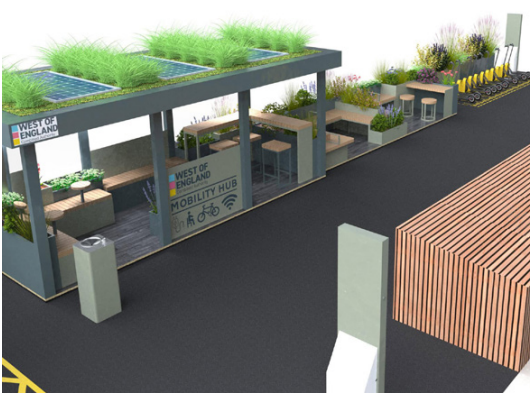
Additional walking/wheeling link onto Green Lane via a new 4m wide surfaced link to connect to the existing foot way infrastructure onto Green Lane.

4. Walking/Wheeling Link Leven Road

New walking/wheeling infrastructure between the site and Leven Road incorporating improvements carried out within the adopted highway on Green Lane and Kirk Road which will provide a direct walking and wheeling route between the site and Leven Road via Kirk Road and Leven Park.

5. Mobility Hub

The Mobility Hub will support sustainable, multimodal travel while enhancing community spaces. Designed for inclusivity, the hub will be fully accessible to those using mobility scooters, wheelchairs or pushchairs, creating safe and adaptable areas. The hub will have a bespoke design with features which may include: bus stops, cycle parking stands, seating and associated green space.



6. Road Hierarchy

Different road typologies used throughout the development to create different character areas from the Village High Street, Rural Edge and Modern Mews.

Primary Road - spine road/bus route with combined footpath and cycle route.

Secondary Roads - local to character areas.

Adopted shared surface and shared private drives to create Home Zones with pedestrian priority.

7. Footpath Routes

Footpath routes will be provided around the perimeter of the development and alongside existing trees and hedgerows within the development creating new walking routes linking homes to existing amenities in the north and creating new public non-vehicular access to the wider footpath network to the south.

ECONOMIC BENEFITS

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What will our development bring to the area?

We are proposing a residential development of 600 new homes in at Green Lane, Yarm. The development will include a range of property styles and sizes, and a proportion of the new homes will be affordable housing.

New development can bring a number of economic benefits to the local area and we have estimated these using UK-wide statistical data.

Building the homes



75 jobs

Direct employment

Estimated to create 75 temporary construction jobs per year of build.



50 jobs

Indirect/Induced employment

50 jobs could be supported in the supply chain per year of build.

Once people move in



£8.6m

Economic output

Expected additional Gross Value Added (GVA) per year from direct and indirect jobs.



£4.7m

Total spend by residents

The amount the residents of the new development are expected to spend per year.

Additional local authority income



£1.2m

Additional Council Tax revenues per year

Estimated additional Council Tax per year based on the proposed number of new homes.



£2m

New Homes Bonus payments

A grant paid, over four years, by central Government to Local Councils.



NEXT STEPS

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Taylor
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*What we would like
from you, and what you
can expect from us*



Once you have had an opportunity to look at the scheme proposal, if you have any questions or wish to comment please email us or fill in one of the feedback forms using the 'Have Your Say' button on our website. Your views are very important to help us shape and develop the proposed scheme.

Following consideration and detailed review of the feedback that we receive, we hope to submit an outline planning application to Stockton Borough Council. At that time the Council will write to neighbours again, giving details of the application and an opportunity for you to make any further comments.

You can email your comments to:

green-lane@taylorwimpey-pr.co.uk

Alternatively, you can write to us:

FAO Green Lane Yarm Consultation
Taylor Wimpey Strategic Land
Lockheed Court
Preston Farm Industrial Estate
Stockton on Tees
TS18 3SH

***All feedback should be received by midnight on
19th June 2025.***



Thank you for attending today, your views make a real difference



Oakland's site manager and Regional Winner

What is Taylor Wimpey doing in your area?

207

staff employed
by TW North
Yorkshire

6

NHBC
Pride in the Job
Quality Awards
in 2024

453

homes built
in 2023