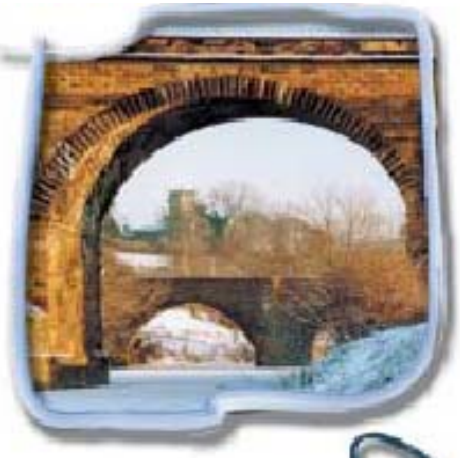
Core Strategy

Issues and Options

Draft March 2006



Stockton-on-Tees
Local Development Framework

Stockton-on-Tees
BOROUGH COUNCIL

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Stockton-on-Tees Borough Local Development Framework

1. Introduction

A new approach – spatial planning

1.1 In 2004, the government introduced a new "spatial" planning system through the Planning and Compulsory Purchase Act. Policy planning has moved away from concentrating solely on policies whose implementation relies upon the grant or refusal of planning permission. Traditional land-use planning had an approach to development that focused on the regulation and control of land. Spatial planning has a wider, more inclusive approach, and it aims to ensure the best use of land by weighing up competing demands. It is still concerned with the physical aspects of location and land use but also takes into account economic, social, and environmental matters in order to achieve sustainable development.

1.2 Spatial planning should:

- be based on the unique features or characteristics of an area
- take account of other strategies and programmes which affect the area, especially the Community Strategy
- encourage new forms of partnership and engagement with a range of bodies including communities, stakeholders and business
- focus on outcomes by setting out agreed delivery plans that have regard to the investment and operational plans of relevant infrastructure and public service providers
- assist with the philosophy of "plan, monitor and manage".

What is the Stockton-on-Tees Borough Local Development Framework?

1.3 All local planning authorities have to replace their existing development plans with a new form of plan known as the Local Development Framework. This is a statutory requirement and there is no choice.

1.4 The Stockton-on-Tees Borough Local Development Framework will be the new planning document for the future of the Borough, and will consist of a folder of documents to guide development and land use in the area. Over a period of time this framework, together with the Regional Spatial Strategy, will replace the existing Stockton-on-Tees Local Plan and the Tees Valley Structure Plan. The policies of the existing Local Plan will remain "live" until they are replaced by the new style document.

1.5 The Council has now agreed the detailed work programme for the next 3 years in relation to the preparation of the Stockton-on-Tees Borough Local Development Framework. This is contained in a document called the Local Development Scheme (LDS) which you can see on the Council's website at www.stockton.gov.uk. The idea is not to try and do everything at the same time, but to prepare a series of documents to respond to the most important issues. The key documents which will be prepared initially are:

- **Statement of Community Involvement** – A critical requirement of the new system is that the Council must ask the community how and when they would like to be involved in the process of preparing new development plan documents. Public consultation on the draft Statement of Community Involvement (SCI) took place in June/July 2005 and revisions made. The revised

Statement was submitted to the Secretary of State at the end of August for approval, and it is hoped to adopt the SCI by March 2006, following an independent examination.

- **Core Strategy** – This sets out the vision, strategic objectives, spatial development strategy and core policies for spatial planning of the Borough
- **Regeneration Development Plan Document** – This will set out site specific allocations for all transport related uses/proposals and specific regeneration sites, and will provide site specific policies for the determination of development relating to housing, employment, mixed use developments and all land uses where they may be affected by, or will affect the modes or patterns of transport.

What is the purpose of this consultation paper?

1.6 As a first step, the 2004 Act requires local planning authorities to produce a Core Strategy Issues and Options paper for consultation. This Issues and Options paper invites the public and stakeholders for their thoughts on the future development needs of Stockton Borough to 2021 and beyond.

1.7 The Issues and Options paper presents the chance to consider how different policy options might deliver or hinder those broader local community priorities and test whether those choices fit well with national and regional policy and guidance.

Why might it affect me?

1.8 Planning policy can affect anyone, because it has the potential to bring about change to areas. The Stockton-on-Tees Borough Local Development Framework is about influencing and directing development, which might affect the types of housing, jobs or services available to those living and working in the area.

1.9 The Government is particularly keen to involve local communities in the planning process. It is important that people know what is happening and where they can get copies of documents, even if they do not wish to be directly involved (please see the final page for contact details).

Community Involvement

1.10 One of the main purposes of producing this document is to encourage people to become more involved throughout the process of producing development plans and policies. Our detailed approach for involving people in producing Local Development Documents is set out in our Statement of Community Involvement, and is summarised in the diagram at the end of this section (Figure 2). We are inviting your views, which will be important to us, since we need to know how you would like the Borough to develop.

Stockton Borough – past and present.

1.11 The Borough of Stockton lies astride the river Tees, and owes its origins to the river. Although settlement of the area can be traced back to Anglo-Saxon times, growth in population came in response to Stockton's role as the main port in the area (taking over from Yarm in the seventeenth century) and later, with the building of the Stockton – Darlington railway in 1825. Although its role as a river port declined a few years later, when the railway was extended to Middlesbrough, manufacturing industries sprang up based on rope making, cotton mills, sugar refining, brick making, pottery, iron and steel, and more recently, the chemical industry.

1.12 Today, the main centre of population is the town of Stockton itself, with the towns of Billingham, Thornaby and Yarm functioning as district centres. The development of Ingleby Barwick has dominated the housing supply for the past 20 years, creating a new settlement. The urban area is surrounded by a rural hinterland, with a number of villages, many not more than a mile or two from the built-up part of the Borough.

1.13 The Borough has excellent communication links, being dissected by two trunk roads – the A19 running north south, and the A66 running west east. Local rail links provide a service between Middlesbrough and Darlington, and also to Hartlepool and Newcastle to the north, and York to the south. Durham Tees Valley Airport straddles the border of Darlington and Stockton Boroughs.

1.14 The key drivers for change include:

- Loss of traditional manufacturing industries, giving rise to previously developed land within urban areas, resulting in significant opportunities for redevelopment and regeneration
- Lower than the national average employment rates
- Low rates of new business start-ups
- Low educational achievements, coupled with difficulties in retaining/attracting more highly qualified people
- Potential to create new jobs and attract significant investment in the chemical sector
- Development of University of Durham's Stockton campus, and the opportunities to diversify the economic base through the development of "knowledge based" industries
- High retail vacancy rates in the town centres, combined with poor environments
- Lower than national average rates of car ownership, and therefore a need to improve the accessibility of services and facilities
- Pressure for greenfield development
- Recent growth in population and households, and the need to improve housing quality and choice
- Wide disparity of opportunity, with areas of disadvantage situated alongside areas of affluence
- Pockets of low demand for housing, despite a general increase in house prices over the past few years
- Levels of crime and disorder, and fear of crime and disorder
- Increasing focus on the river Tees for leisure activities following the completion of the tidal barrage in 1995.

Stockton-on-Tees Borough

The Strategic Planning Context

1.15 In reality, the Council does not have a completely free choice over the future development of the area. The Core Strategy has to be prepared in general conformity with the Regional Spatial Strategy (prepared by the North East Assembly[1]). It must also have regard to national planning policy statements and the Community Strategy for the Borough.

National Planning Policy

1.16 The Government is committed to planning for sustainable development. It aims to promote:

- Social cohesion and inclusion (developing strong, vibrant and sustainable communities and promoting community cohesion in both rural and urban areas)
- The protection and enhancement of the environment (in both rural and urban areas)
- The prudent use of resources (using resources wisely and efficiently)
- Sustainable economic development (promoting a strong, stable and productive economy and prosperity for all).

Regional Planning Policy

1.17 The existing regional spatial strategy is RPG1 Regional Planning Guidance for the North East. However, work has begun on a new Regional Spatial Strategy for the North East, "View: Shaping the North East". This was submitted to the Secretary of State in June 2005, and has undergone a three-month consultation process. An examination in public is scheduled for spring 2006. Once adopted, the Regional Spatial Strategy will replace RPG1 and the Tees Valley Structure Plan.

1.18 The main thrust of the locational strategy contained in the draft Regional Spatial Strategy emphasises the need to maximise the major assets and opportunities available in the north east and to regenerate those areas affected by social, economic and environmental problems.

1.19 The spatial strategy for future development in the north east is based on the following planning principles:

- To promote an urban and rural renaissance
- To contribute to the sustainable development of the region
- To reflect a sequential approach to land allocations; and
- To include appropriate phasing and plan, monitor, manage mechanisms for new development.

[1] The North East Assembly's role is to ensure that broad regional interests are properly represented on cross-cutting issues, such as transport, economic development, land use planning and improving quality of life.

Figure 1.

Stockton-on-Tees Borough Local Development Framework Making the links

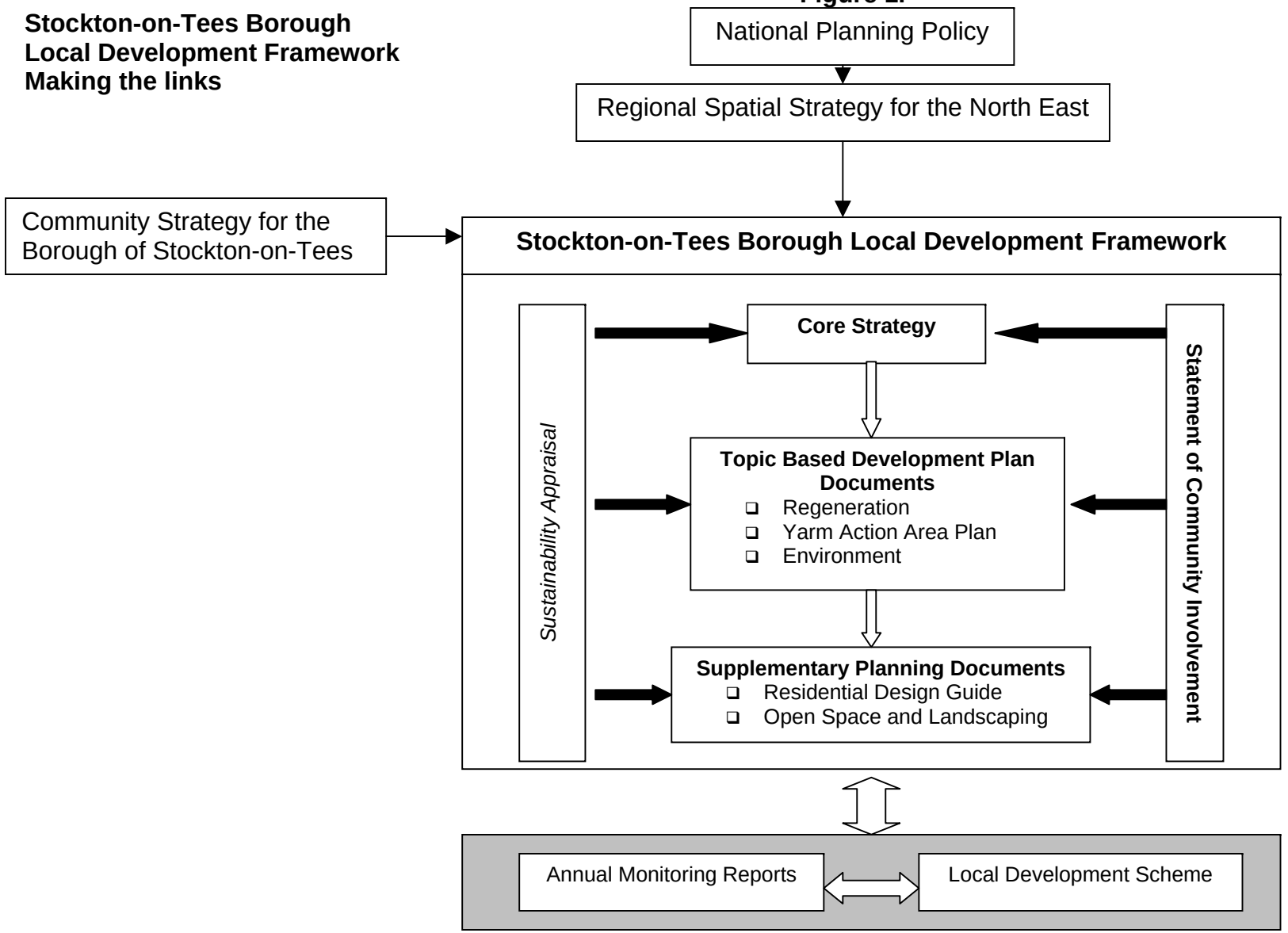
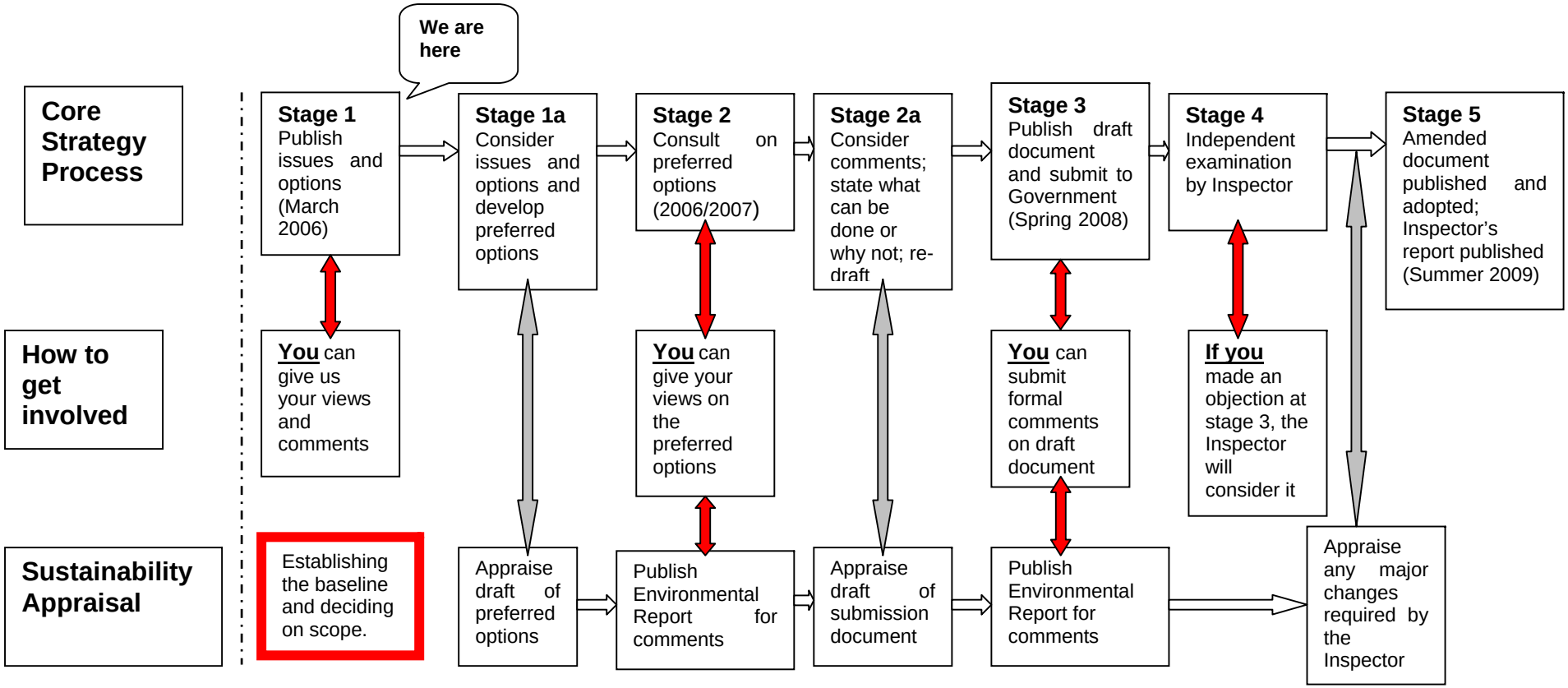


Figure 2.
How this strategy will be prepared.



Core Strategy – Issues and Options

2. The Core Strategy

What is the Core Strategy?

2.1 The broad structure of the Core Strategy has been outlined in government policy and it indicates that this should include:

- the spatial vision
- strategic objectives for the area
- the spatial strategy for the area
- core policies
- a monitoring and implementation framework.

Site-specific issues and allocations are not dealt with in the Core Strategy and are not included in this paper.

2.2 The Core Strategy sets the scene for the Stockton-on-Tees Borough Local Development Framework by establishing a long-term vision for the area and translating that vision into a series of overarching objectives from which more detailed planning policy can be developed. It should draw upon the Regional Spatial Strategy, any strategies prepared by the Council and other organisations that have land use or development implications and provide context to the spatial vision for the area. It is the purpose of the Core Strategy to provide an integrated set of policies based on a clear understanding of the economic, social and environmental needs of the area. It is about direction and vision, not detail, including broad patterns of strategic development and growth, major transport issues and sustainability and must be in conformity with national and regional policy and advice.

2.3 Core strategies should have a 10-year life from the date of adoption, but should also look beyond that date to correspond to the timescale of Regional Spatial Strategies – in the case of the north east, that means 2021.

3. What future should be planned for – the spatial vision

What is meant by "spatial vision"?

3.1 "Spatial vision" is about planning for Stockton-on-Tees Borough 2021, what the area will look like and how it will function. This must go well beyond land use planning issues and develop a vision for the social, economic and environmental well being for the area.

3.2 Current government guidance (Planning Policy Statement 12) makes it clear that the Local Development Framework should share, as far as possible, the vision and key objectives of the Community Strategy. The vision for the Core Strategy must try and achieve compatibility with the Community Strategy's vision statement. Clearly, not all aspirations set out in the Community Strategy have a planning or spatial context. However, where possible the overall vision and key objectives should be linked through the Core Strategy and the Stockton-on-Tees Borough Local Development Framework used as a delivery mechanism, including for increased community well being.

The Community Strategy

3.3 The Community Strategy Vision for 2025 is threefold:

- Stockton-on-Tees driving economic renaissance at the heart of a vibrant Tees Valley city region
- An enhanced quality of place, including renewed town centres and improved local neighbourhoods
- Enhanced well-being and achievement for local people

3.3 Flowing from this vision for the Borough, it is important that there is an overall spatial vision for the Borough in the Core Strategy. Translating the above into a planning context, a vision might be:

"A Borough where economic regeneration, improved transport links, the provision of a mix of decent, affordable housing and associated facilities have created safe, healthy, prosperous communities, improved local environments and provided a better quality of life for all".

Q1 The Vision: do you think that the Vision set out in paragraph 3.3 is a suitable base for the Core Strategy?

4 Strategic Objectives

4.1 The strategic objectives of the Core Strategy explain in more detail how the spatial vision can be achieved.

4.2 The visions for the Stockton Borough Local Development Framework could translate into three themes, as follows:

- The development of prosperous and cohesive communities (supporting economic vitality and enterprise)
- The improvement of quality of life for all
- The creation of better places to live

4.3 The following table illustrates some of the key links between the draft Regional Spatial Strategy, current Community Strategy themes and the proposed draft Stockton Borough Local Development Framework themes, together with objectives to help achieve these.

Q2 Objectives: do you agree with the themes and objectives suggested in Table 1? Are there any others which should be included?

Table 1 Core Strategy Objectives.

Draft Regional Spatial Strategy Themes	Community Strategy Themes	Draft Core Strategy Themes	Draft Core Strategy Objectives
Economic Prosperity	Economic Renaissance	Prosperous communities	1. To diversify the economic base and promote a more entrepreneurial culture 2. To strengthen key industrial clusters 3. To reduce levels of unemployment 4. To create and retain a highly skilled workforce through education and training 5. To promote healthy and vibrant town centres
Sustainable Communities	Well-being and achievement for all	A good quality of life for all	6. To reduce health and education inequalities 7. To promote equality, diversity and strengthen community cohesion 8. To regenerate local communities 9. To reduce crime and anti-social behaviour and fear of crime and anti-social behaviour
Enhanced Environment	Enhanced quality of place	Better places to live	10. To protect, promote and enhance the Borough's natural environment and biodiversity 11. To protect and enhance the built environment and the area's cultural heritage 12. To ensure better use of resources 13. To maximise the re-use of previously developed land 14. To provide a safe and attractive environment 15. To provide residents with the opportunity of living in a decent, affordable home in the tenure of their choice
Improved Connectivity	Contributes to the three objectives above	Contributes to the three objectives above	16. To ensure good accessibility for all, to jobs, facilities, goods and services within the Borough

5. Key Issues

Findings from the Issues and Options Report (First Review of the Stockton-on-Tees Local Plan, June 2000).

5.1 The Stockton- on-Tees Local Plan was adopted in 1997. A review of the Local Plan was carried out in 2000, to highlight issues to be addressed in any review.

5.2 The main issues which were identified are set out below, although not all are strategic matters

Environmental issues
- Flood risk assessment to identify where risk of flooding may be a constraint to development
- Framework for managing different stretches of the river
- Future use of redundant or surplus sewage works
- Importance of archaeological remains
- Conservation Area appraisals and management plans
- Work of statutory undertakers within Conservation Areas

Economic issues
- Re-allocation of surplus land allocated for employment purposes
- Poor business start-up rate – formation and growth or small businesses need to be encouraged
- Improvement of existing industrial estates to encourage investment
- Retail issues

Housing issues
- Existing allocations and outstanding planning permissions, together with known brownfield sites will be insufficient to meet housing needs up to 2016
- Phased release of housing sites
- Housing market renewal
- Provision of affordable housing
- Sustainability/energy efficiency of housing
- Brownfield v greenfield development

Open Space
- Open space and standards for provision

Developers' Obligations
- Funding of facilities and commuted sums[2]

Transport
- Concentration of development close to existing and planned public transport services
- Provision of alternatives to car use
- Role of Durham Tees Valley Airport
- Interconnectivity via road improvements (e.g. Tees Crossing, Long Newton Interchange)

Energy Generation
- Provision of energy from renewable resources

Waste
- Local waste policies required

[2] Commuted sums are payments is lieu of the provision of facilities

Changes since the review

5.3 A number of years have elapsed since this review was carried out, and changes have occurred. These include:

- A series of new retail policies introduced into the Local Plan, through Local Plan Alteration Number 1. It is expected that these policies will be adopted early in 2006.
- New policies introduced into the Local plan which deal with flood risk and water quality protection issues, through Local Plan Alteration Number 1. It is expected that these policies will be adopted early in 2006.
- Publication of draft Regional Spatial Strategy – additional monitoring of housing delivery may be required to align completion rates to Regional Spatial Strategy. Increasing emphasis on the use of previously developed land makes it unlikely that further greenfield land allocations will be required to meet the Regional Spatial Strategy housing targets for 2021.
- Introduction of the concept of the Stockton Middlesbrough Initiative as the main thrust of the Council's development policy, to regenerate the urban area and support economic viability.

Key Issues

5.4 Taking into account changes in the past few years, and the Community Strategy, the key issues particular to Stockton Borough which have been identified for the Core Strategy are:

Key Issue 1	Regeneration of the urban core
Key Issue 2	Economic development and employment land provision
Key Issue 3	Scale and management of housing provision
Key Issue 4	Transport infrastructure
Key Issue 5	Role of Durham Tees Valley airport
Key Issue 6	Harnessing the potential of Stockton Campus Durham University
Key Issue 7	Protection of the built and natural environment.

These are discussed in more detail in the following section.

Q3 Do you agree that the Key Issues have been correctly identified?

6. Key Issue 1: Regeneration of the urban core

Making the links		
Core Strategy Themes	Prosperous Communities	Objectives 1, 2, 3, 4, 5, 16
	A good quality of life for all	Objectives 6, 7, 8, 9, 16
	Better places to live	Objectives 10, 11, 12, 13, 14, 15, 16
Community Strategy Themes	• Implementation of the Stockton Middlesbrough Initiative • Revitalisation of the Borough's town (retail) centres • Improving accessibility to local services and facilities, to education, jobs and health services • Improving the connections and transport links within and into the Tees Valley city-region	
Regional Spatial Strategy Themes	Locational strategy: • to concentrate the majority of new development in the conurbations and main towns, particularly within the core areas • to give priority to the regeneration of both banks of the Tees between Stockton and Middlesbrough	

Context

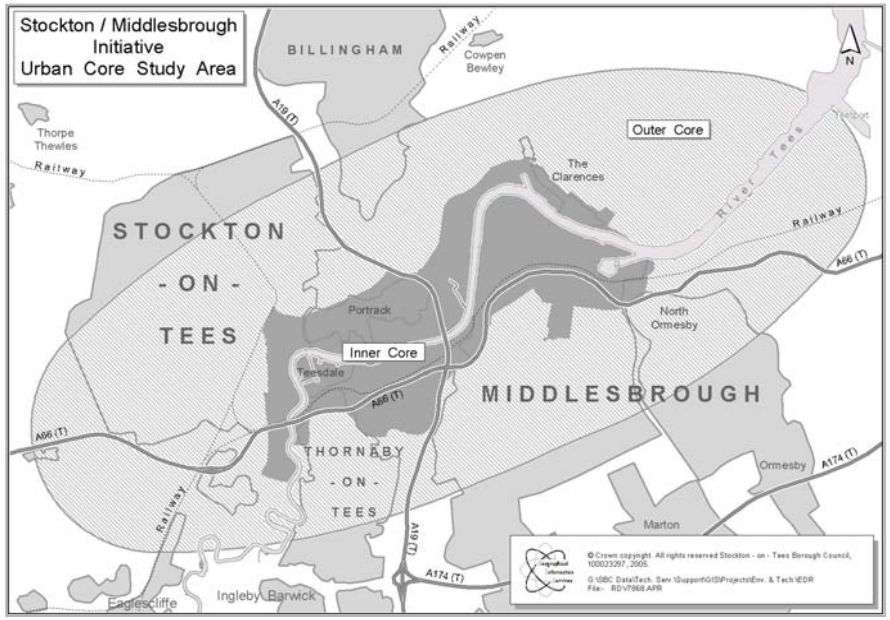
6.1 The amount of housing and employment land that can be allocated will be set by the Regional Spatial Strategy, so it is important to make sure that growth is directed to those places that will best help to deliver the overall Core Strategy vision and strategic objectives.

6.2 The Borough of Stockton-on-Tees comprises the main built-up areas of Stockton, Norton, Billingham, Thornaby, Ingleby Barwick, Eaglescliffe and Yarm. Areas designated as green wedges separate these settlements, preventing coalescence, and protecting environmentally sensitive areas associated with the Tees Valley and Billingham Beck. Within the built-up area, designated urban open space remains important. To the west and south of the conurbation is an agricultural area with small, scattered villages. To the east, north of the river Tees lies an area where the chemical industry has become established.

6.3 Key issues include where main growth should be focused, related transport issues and how to deliver sustainability. Sustainability, in terms of development, means balancing social, economic and environmental needs. In practice, this means making sure that housing, employment, services and facilities are directed to those locations that make best use of resources, minimise travel and have least impact on the environment. By approaching growth in this way, it should enable other agencies and authorities to predict future needs and focus their investment in the most beneficial and cost effective way e.g. schools, public transport, health services, water and sewerage infrastructure. It also provides the private sector with a framework to guide their investment, whether for shopping and other town centre services or the development of businesses.

6.4 The Government is keen to maximise the use of land resources, and has set as a priority the re-use of suitably located, previously developed land (brownfield) for new development, rather than releasing further greenfield sites.

The Regional Spatial Strategy gives priority to the regeneration of both banks of the river Tees between Stockton and Middlesbrough. There is ongoing collaboration between Stockton and Middlesbrough Boroughs, to bring forward the wider regeneration of the river Tees corridor that straddles both Authority's urban cores, as shown below.



Where should the majority of development go?

6.5 Three broad options are suggested in relation to the main locational focus of development (this includes all types of development – housing, economic development, services and facilities):

- **Focus the majority of growth in Stockton and Thornaby towns, giving priority to sites which will contribute to the concept of the Stockton Middlesbrough Initiative, whilst safeguarding the existing roles of Billingham, and Yarm as district centres. Elsewhere, development will be restricted to meeting local needs.**

  Advantages:
  - o Development directed towards locations with the infrastructure best able to support major growth
  - o Underpins the implementation of the Stockton Middlesbrough Initiative
  - o Recognises the roles of Billingham and Yarm
  - o Still offers the potential of limited development in other areas
  - o Minimises the release of greenfield sites

  Disadvantage:
  - o Limited opportunities for development in other settlements

- **Allow the majority of development to be more evenly distributed throughout the four key service centres of Stockton, Thornaby, Billingham and Yarm, whilst restricting growth elsewhere to that required to meet local needs**

  Advantages:
  - o Provides wider choice
  - o Development is focused towards areas which provide a good range of services and facilities
  - o Still offers the potential of limited development in other settlements to sustain them in the longer term

Disadvantages:

- Less emphasis on the implementation of the Stockton Middlesbrough Initiative

- **Have no focus for growth**
  In reality, this is not an option. This would be in direct conflict with current national and regional planning policy and guidance. Additionally, it would

  - Fail to satisfy the sustainability test
  - Result in an unplanned, uncoordinated approach to infrastructure provision and development
  - Undermine inward investment, particularly via the Stockton Middlesbrough Initiative
  - Place at risk the economic well-being of the area
  - Pose a threat to the environment

Q4 Which of the options set out in 6.5 will, in your opinion, best meet the development needs of the area as a whole?

7. Key Issue 2: Economic development and employment land provision

Making the links		
Core Strategy Themes	Prosperous Communities	Objectives 1, 2, 3, 4, 5, 16
	A good quality of life for all	Objectives 6, 7, 8, 16
	Better places to live	Objectives 12, 13, 16
Community Strategy Themes	• Implementation of the Stockton Middlesbrough Initiative • Revitalisation of the Borough's town centres • Support to business • Employment and skills • Improving accessibility to local services and facilities, to education, jobs and health services	
Regional Spatial Strategy Themes	Economic themes: • To give priority to major new heavy industrial, chemical and port related development • Encourage the development of airport-related uses to enable Durham Tees Valley Airport's potential as an economic driver to be realised • Supporting the development of business and financial services, together with leisure, cultural and retail development in Stockton • Supporting the development of Wynyard as a prestige employment site	

Employment Land Provision

Context

7.1 The Regional Spatial Strategy advises that the majority of new economic development and investment should be focused in the conurbations and main towns, particularly within town and city centres, within established industrial and commercial estates, and at Prestige Employment Sites. Support should continue for key regeneration projects which are being developed as major mixed-use schemes, such as the North Shore scheme at Stockton. In its assessment of the employment land needs for Stockton, the Regional Spatial Strategy indicates that just over 400 ha of land should be allocated, including 150 ha for prestige employment uses.

7.2 However, it is generally acknowledged that the provision of employment land within the region needs to be reviewed. A review of employment land provision within the Borough is currently being undertaken.

7.3 Some facts and figures:

- Currently, unemployment levels are slightly above the national average (2.8% as opposed to 2.3% for Great Britain). Male unemployment, at 4.2% is higher than female unemployment (1.3%). This compares with 3.3% and 1.2% for males and females respectively at the national level. The long-term trend is downwards.
- Long-term unemployment is lower than the national average (7.1% being unemployed for more than 1 year, compared with 9.3% nationally).
- 1.6% of the working population are employed in primary industry; 16.6% in manufacturing; 7.4% in construction and 74.2% in service industries
- Retention of the young, working age population, who are very mobile, depends on trends in employment prospects in the area
- Weak “enterprise” culture – low rate of new business start-ups
- about 40 ha. of employment land has been developed in the last 5 years
- Over 785 ha. of land are currently allocated/ have planning permission for employment uses

Q5 Which of the following approach(es) should be adopted in the Core Strategy in relation to the location of sites for employment uses?

a) Focus on enabling sites which contribute to the Stockton Middlesbrough Initiative to come forward as a priority. The development of existing Prestige Employment Sites will also be promoted, to provide choice.

b) A more dispersed strategy to provide a selection of sites within the conurbation, including mixed-use development and sites exclusively for employment use

c) Link employment provision with the areas of greatest need (i.e. close to areas of deprivation and accessible by public transport)

d) Focus on accessibility to employment (i.e. promote mixed use development which will provide industrial and employment uses in association with housing development).

e) Any others?

Q6 What type of employment uses should be encouraged?

a) Specific provision (e.g. focusing on specific business needs – starter units/high-tech businesses/ offices/ less neighbourly uses)

b) Market-led approach (provision for a wide range of opportunities)

c) Skills-related (promote the establishment of businesses/industry which will provide jobs to match existing skills)

d) Any others?

Regeneration and enhancement of the town centres

Context

7.4 The "Regional Retail and Leisure Need Assessment " 2002 identified Stockton as an important centre for retail, leisure and other services and facilities. The Regional Spatial Strategy supports retail-led regeneration of Stockton town centre.

7.5 Some facts and figures:

- Stockton is the main shopping centre with the Borough, and meets the main shopping and service needs of both Stockton's urban population and other towns within the Borough. Whilst it contains a reasonable range of convenience retail provision, it has a unit vacancy rate of around twice the national average
- A Stockton Town Centre Regeneration Study has been carried out, and a strategy proposed to deal with retail issues, conflict between pedestrians and traffic on the High Street, car parking, links to the river, and town centre management
- Thornaby, Billingham and Yarm are classed as District Centres in the Local Plan
- Thornaby Town Centre is due to be redeveloped
- Billingham has a reasonable selection of both convenience and comparison retail uses but is generally poor in appearance
- In addition to providing for convenience retail needs, Yarm has developed a niche role in providing some higher order comparison shopping. It benefits from an attractive shopping environment
- There is a significant amount of retail floorspace located outside of existing centres, including several out-of-centre supermarkets, large retail warehousing clusters at Teesside Park and Portrack Lane, in addition to a smaller retail park at Bridge Road, on the fringe of Stockton town centre
- There is likely to be only limited capacity for new convenience and comparison retail floor space at 2006, and even by 2011, surplus expenditure capacity will remain modest

- The convenience goods floor space already committed in the Borough, in addition to the vacant floor space is likely to meet all forecast expenditure capacity at 2006 and a significant proportion at 2011.

7.6 The retail policies in the 1997 Local Plan have recently been updated to conform with PPS6 (Local Plan Alteration Number 1). The new policies promote the vitality and viability of Stockton town centre and the district centres of Billingham, Thornaby and Yarm. Out-of-centre retail development will be resisted.

7.7 This approach capitalises on the strengths of the existing town centres, and will attempt to address the weaknesses. It concentrates on investment, functions and services, recognising these centres as key economic assets.

Q7 Should the existing approach to retail development, which seeks to promote the vitality and viability of the town centres, (as set out in Local Plan Alteration Number 1) be retained?

8. Key Issue 3: Scale and Management of Housing Provision

Making the links		
Core Strategy Themes	Prosperous communities	Objectives 4, 5
	A good quality of life for all	Objectives 6, 7, 8, 9
	Better places to live	Objectives 12, 13, 14, 15
Community Strategy Themes	• To improve housing quality and choice • Sustainable neighbourhoods • Regenerating local communities	
Regional Spatial Strategy Themes	Sustainable communities: • Developing housing to support economic growth strategies in sustainable locations on previously developed land • Developing housing market renewal programmes for the Tees Valley	

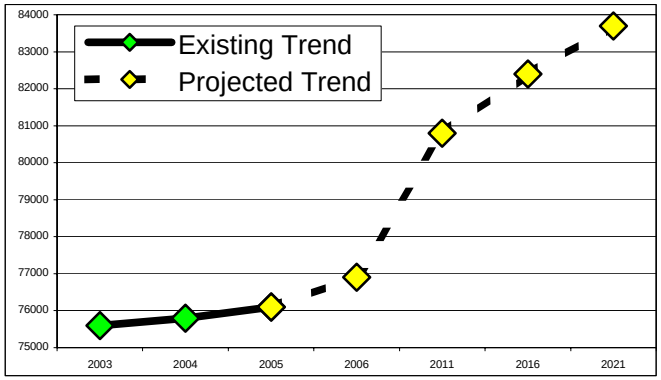
Context

8.1 The housing requirements for Stockton-on-Tees Borough for the future are set out in the Tees Valley Structure Plan. The requirement 2006 – 2016 is about 4650 (465 p.a.). Beyond 2016, there are no approved housing requirements. The draft Regional Spatial Strategy sets out housing requirements to 2021 – 4200 dwellings to be built from 2004 – 2011 (600 p.a.); 2700 dwellings from 2011 – 2021 (270 p.a.). However, these may not be the final figures. Whilst being in general conformity with the Regional Spatial Strategy, the role of the Core Strategy is not to determine the overall numbers. The role of the Core Strategy is to set out the overall approach to meeting housing requirements.

8.2 The draft Regional Spatial Strategy sets the parameters, indicating that local development frameworks should give priority to previously developed land and buildings in the most sustainable locations.

8.3 Some facts and figures about Stockton Borough's population and housing stock:

- There is a steady increase in the number of people over retirement age
- It is expected that there will be an increase in the number of households in the area due to changes in the fabric of society (fewer marriages, more separation and divorce), people living longer and more older people living alone



Projected growth in households within the Stockton Borough.

- There was a reversal of the trend for net out-migration at the end of the 1990s, and this is projected to continue, albeit at a slower rate, until 2011. Migration includes a shift from the older residential areas in Stockton to newer residential areas, and also into North Yorkshire.

- In 2001, 22% of the housing stock were detached homes, 42.3% semi-detached, 25.2 terraced and 10.5% flats (compared with 22.8%, 31.6% 26.0% and 19.2% for England and Wales
- 71.6% were owner-occupied, 17.2 % rented from the Tristar Homes (Council-owned homes) 4.3% rented from Housing Associations, and 5.2 % from private landlords (compared with 68.9%, 13.2%, 6.0% and 8.7% for England and Wales)
- Average house prices: detached £210,459; Semis £114,885; Terraced £78,404; flats £88,574
- Over the last few years, an average of about 650 new houses a year have been built
- Stockton's Housing Land Availability Assessment indicates that it is unlikely that new greenfield sites will need to be identified to meet the Borough's housing requirements up to 2021
- Stockton's Local Housing Assessment will be completed in Autumn 2006, and will provide detailed information on which to base housing policy over the first five years of the Local Development Framework.

How much housing development should we be providing for?

8.4 Over the past fifteen years, on average about 650 (net) new homes have been built every year. The draft Regional Spatial Strategy figures set a target of 600 dwellings per annum for Stockton Borough for the period 2004 – 2011, with a marked decrease in the following 10 years of 270 per annum.

Q8 Should the Council?:

a) **Plan for an increase in the average rate of development, above past average rates.** This option would depend on an increased allocation in the Regional Spatial Strategy compared with figures in the submitted draft.

b) **Plan to achieve the targets for development set in the Regional Spatial Strategy,** assuming that they do not vary significantly from the draft proposed figures

c) **Plan to achieve a reduced rate of housing development,** below both the past average rate and that set out in the Regional Spatial Strategy.

How should the release of land for housing be managed?

8.5 Monitoring shows that the Borough has a large number of outstanding planning permissions for residential development, many of which are likely to be implemented by 2011. These commitments will go a long way towards meeting the target set out in the draft Regional Spatial Strategy. Therefore, scope for additional allocations will be limited.

8.6 Overall housing numbers will be restricted and the Council will carefully need to manage the locational strategy to ensure that, whichever approach is adopted, the necessary framework is in position to prioritise sites which will best contribute to the implementation of the strategy.

8.7 Planning permission already exists for housing development on Greenfield land at Ingleby Barwick. Development here will continue during the first part of the plan period. Within the urban core, the North Shore mixed-use development, which includes housing development, will make an important contribution to the regeneration of the riverside.

8.8 There is potential to identify sites to be brought forward within specific periods of the plan if site development is not progressing quickly enough to meet development needs. Phasing of previously developed land within the conurbation which contributes to the implementation of the Stockton Middlesbrough Initiative could be phased to come forward first, when required. The detailed mechanism and phasing could be set out later in the Regeneration Development Plan document.

8.9 Government policy sets out a sequential test for the development of land, including for the provision of housing. Broadly, this means that suitable previously developed land in urban areas should be brought forward for development first, before other options are considered. Greenfield extensions of urban areas could be considered next, once suitable previously developed land in urban areas is no longer available. Development at public transport nodes, sustainable in terms of accessibility, is the next option.[3] A sequential approach would help the Council to meet the target for development on brownfield land, once Ingleby Barwick is completed.

Q9 What approach should be adopted by the Core Strategy, in relation to the location of new housing development?

a) **A sequential, phased approach,** giving preference to previously developed land in the most sustainable locations (as set out in paragraphs 8.8 and 8.9)

[3] Potential development sites also need to be considered sequentially in terms of their flood risk.

b) **A more dispersed approach,** allowing the development of brownfield land within urban areas to be developed on a "first come, first served" basis.

Mixed Communities

8.10 The creation of sustainable, inclusive, mixed communities in all areas is one of the Government's key objectives. Housing provision to meet the needs of a variety of household types across the Borough is fundamental. It is particularly important that a broad mix of housing suitable for different household types is provided on large sites. For smaller sites, the mix of housing should contribute to the creation of mixed communities.

Q10 In developing an approach to cater for a range of households, should priority be given to

a) Meeting local needs (this will meet the needs arising from the Borough's existing households, and may encourage population retention, but will not encourage in-migration)

b) Meeting identified gaps in provision (this should meet the needs of some existing households, encouraging them to stay in the area. Certain types of provision may encourage in-migration)

c) **Meeting specialist needs** e.g. affordable housing, housing for older people, meeting executive needs, student accommodation, lifetime homes

d) **Allowing provision to be market driven** (this option will rely on market forces/developers to dictate the type of living accommodation to be built within the area. The Authority will have no control over whose needs/aspirations are being met in terms of housing provision. Provision could be focused on one or two client groups, to maximise development profits).

9. Key Issue 4: Transport Infrastructure

Making the links		
Core Strategy Themes	Prosperous communities	Objective 3, 4, 16
	A good quality of life for all	Objective 6, 7, 8, 16
	Better places to live	Objective 16
Community Strategy Themes	• Accessibility of local facilities and services • Sub-regional transport structure	
Regional Spatial Strategy Themes	Connectivity: • Developing a modern, integrated public transport network • Exploring the need for infrastructure improvement to support regeneration initiatives • Supporting improvements to the A66, a new river Tees crossing and reducing congestion on the A19	

Context

9.1 Promoting accessibility and reduced reliance on the private car are key objectives of both national and regional policy, and are cornerstones of the Second Stockton-on-Tees Local Transport Plan. The regeneration of the Borough must deliver enhancements in accessibility whilst offsetting the impacts of congestion and minimising any adverse impacts on road safety and air quality. New centres of population will need to be linked

to the full range of services required, including jobs, retail, health, education and leisure facilities.

9.2 Investment in the Borough's existing transport network will be necessary to facilitate regeneration. Locations already witnessing congestion for extended periods of the day include the A19 Tees flyover and the adjacent interchange with the A66, both of which are part of the Trunk Road Network and are designated as roads of pan-regional importance. There are also a number of local roads where capacity is being reached at peak times, particularly key radial routes into Stockton and Yarm town centres, and an identified need for additional cross-river capacity. Unrestrained growth due to regeneration initiatives will increase the proportion of work trips made by the private car, exacerbating existing levels of congestion and reducing accessibility for those reliant on non-car modes.

9.3 In order to tackle these issues, the Council, its partner authorities within the sub-region and the local bus operators are working together to develop a detailed bid for a major public transport scheme, to be funded through the Local Transport Plan process: this bid is due to be submitted to the Department for Transport and the Government Office for the North East in September 2006. Subject to agreement by all parties, key elements of the bid are likely to include new and improved highway infrastructure (including the reallocation of existing road space in favour of buses), the introduction of new vehicles and investment in 'soft' measures such as through ticketing and improved information provision. Some element of demand restraint – possibly through a re-evaluation of the car park charging regimes currently in place across the sub-region – is also likely to be required if the bid is to be successful. The Interim Regional Transport Board has already identified this scheme as a priority contender for funding over the ten-year period from 2006 to 2016.

9.4 Looking further ahead, the Council and its Tees Valley partners are working with Tees Valley Regeneration to examine the potential for a 'Tees Valley Metro' system, based on an extensive upgrade of the existing heavy rail network within the sub-region. The benefits of this proposal have also been recognised by the Interim Regional Transport Board, although its potential cost means that it has not been identified as a priority contender for funding over the next ten years.

9.5 The proposed improvements to the public transport network will need to be supported by the introduction of a wide range of complementary measures designed to expedite the safe movement of traffic and goods within the Borough as well as improving access for vulnerable user groups such as cyclists and pedestrians. The Council will seek to maximise expenditure on such initiatives, both from 'traditional' funding sources such as the Local Transport Plan and from contributions secured from private sector partners, for example through Section 106 Agreements associated with new developments. The Local Development Framework will need to both recognise and promote the need for close links between land use planning and transportation and, on a more detailed level, set out the policy framework by which these linkages will be achieved. The Council will also seek out best practice locally and nationally to maximise the 'value for money' secured through new transport initiatives.

9.6 Some facts and figures relating to transport issues in the Borough[4]:

- Although car ownership within the Borough is relatively low (29.6% of households have no car, compared with 26.8% nationally), average car ownership levels are higher than

[4] Sources: 2001 Census/Department for Transport.

those for both the Tees Valley sub-region and the North East region, and car ownership is rising faster than the national average;

- Traffic levels across the Tees Valley grew by more than 10% between 2000 and 2005;
- The Borough attracts/generates significantly more work trips than any other Tees Valley authority (67,966);
- The proportion of journeys to work under 2 kilometres in length is nearly 5% lower than the national average whilst the share of journeys between 2 and 10 kilometres in length is nearly 14% higher than the national average, highlighting the fact that the historic pattern of development within the Borough is dispersed, with a number of major employment centres – including Teesdale, the former ICI Billingham Site and Portrack Lane – located remote from residential areas;
- 72% of journeys to work within the Borough are made by residents of the Borough;
- A significant number of people – 13,605 – travel into the Borough to work from Middlesbrough and Redcar & Cleveland;
- A similar number of residents – 13,365 – travel from the Borough to Middlesbrough or Redcar & Cleveland to work;
- 72% of journeys to work within the Borough are made by car (63% as a driver and 9% as a passenger); and
- 9% of residents travel to work by public transport, whilst 10% travel by cycle or on foot.

Q11 Should the provision of good transport links be a key factor in determining the location of future growth?

Q12 How should the predicted future increase in traffic levels – and, therefore, congestion – within the Borough be tackled?

10 Key Issue 5: Role of Durham Tees Valley Airport

Making the links		
Core Strategy Themes	Prosperous communities	Objective 1, 2, 3, 16
	A good quality of life for all	Objective 16
	Better places to live	Objective 16
Community Strategy Themes	• Improve the connections and transport links……into the Tees Valley city-region	
Regional Spatial Strategy Themes	Connectivity: • Encouraging the growth of passenger and freight services from Durham Tees Valley Airport in linking the region to international markets	

10.1 The draft Regional Spatial Strategy identifies Durham Tees Valley Airport as an important asset of the City Region. The main thrust of the relevant policy is to safeguard land mainly for airport related uses. A criteria-based policy is included for non-airport related uses, to allow development where there is a case for locating at an airport rather than at any other location.

10.2 Some facts and figures relating to Durham Tees Valley Airport:

- Currently provides around 750 jobs, and supports an additional 190 – 260 jobs in the area
- Generates an estimated £44 million in GVA[5]

[5] GVA is Gross Value Added. Wealth created in measured as value added.

- Existing maximum passenger capacity is 1.2 million per annum (estimated number of passengers in 2004 was 904,000). Steady growth in passenger numbers is forecast
- Existing maximum cargo handling capacity is 8000 tons
- An 180,000 sq. m. freight handling and distribution facility was approved in 1999, following a public inquiry. Permission was renewed in 20002
- Plans for major expansion at the airport (improved operational facilities and a business park development) have been submitted to Stockton and Darlington Borough Councils. The majority lies within Darlington Borough.

Q13 Should Durham Tees Valley Airport be an employment growth point?

Q14 If so, how should access to the airport site be provided to ensure that these job opportunities are open to all of the Borough's residents of working age?

11 Key Issue 6: Harnessing the potential of Stockton Campus Durham University to contribute to the local economy.

Making the links		
Core Strategy Themes	Prosperous communities	Objective 1, 2, 3, 4, 16
	A good quality of life for all	Objective 6, 16
	Better places to live	Objective 12, 16
Community Strategy Themes	• Achieve economic well-being through the engagement of young people in education, training and employment	
Regional Spatial Strategy Themes	Economic prosperity: • Supporting the expansion of the University of Durham	

Context

11.1 The University of Durham Stockton Campus is an asset which has the potential to be harnessed and contribute positively to Stockton's economy. It is a significant knowledge and research resource which can contribute to a more knowledge-based economy, can raise the skills base of the workforce and improve social and cultural facilities.

11.2 Some facts and figures:

- Key component of the region's economic development strategy
- Grown from 190 students in 1992/93 to over 2000 students in ten years
- The Wolfson Institute is the base for innovative interdisciplinary research programmes in health, environments and the economy

Q15 Should the Core Strategy promote a more knowledge-based economy by

a) Enabling the necessary infrastructure and campus development to facilitate the expansion of the Campus

b) Encourage new companies to take advantage of cluster activity on major redevelopment sites close to the Campus e.g. North Shore?

12 Key Issue 7: Protection of the built and natural environment

Making the links		
Core Strategy Themes	Prosperous communities	Objectives 5
	A good quality of life for all	Objectives 9
	Better places to live	Objectives 10,11, 12, 13, 14
Community Strategy Themes	• Create a better environment • Care for your area • Responsible use of resources	
Regional Spatial Strategy Themes	Protecting and enhancing the environment; • Strategies, plans and programmes should seek to maintain and enhance the quality, diversity and local distinctiveness of the environment	

Context

12.1 Attractive environments contribute towards the well–being of the population in general. These should be protected and enhanced, whilst poor quality areas should be improved.

12.2 Despite being a predominantly urban area, Stockton Borough has many assets which enhance the environment.

12.3 The Council has recently carried out a "State of the Environment" study which will help to establish baseline information against which to measure the success of the new Local Development Framework. The main assets of the area are:

- 11 conservation areas
- 7 Grade 1, 43 Grade 2* and 444 Grade 2 listed buildings
- 8 Scheduled Ancient Monuments and 989 Sites and Monuments Records
- A European Marine site, a Ramsar site[6], 5 Sites of Special Scientific Interest and 13 Local Nature Reserves. Proposals to designate the Saltholme International Nature Reserve.
- Pleasant river valleys running through the built-up areas
- Predominantly rural, agricultural areas in the west of the Borough.

12.4 A comprehensive review of all historical documentation relating to the built environment of the Borough is being undertaken.

Q16 Do you agree that the protection and enhancement of the built and natural environment is a priority for the Core Strategy?

13. Format of future development plan documents

13.1 The Core Strategy should provide a strategic overview of the broad thrust of development policy for the Borough over the next ten to fifteen years. Therefore, it would be inappropriate to break policy down to a geographically detailed level. However, there is an option to look at any proposed overall strategy and identify the implications for the areas covered by each of the Area Partnership Boards – the northern Area Partnership (the northern part of the Borough, including Billingham) the Central Area (Stockton-on-Tees and the rural area to the west), the

[6] Ramsar sites are sites designated under The Convention on Wetlands which was signed in Ramsar, Iran in 1971.

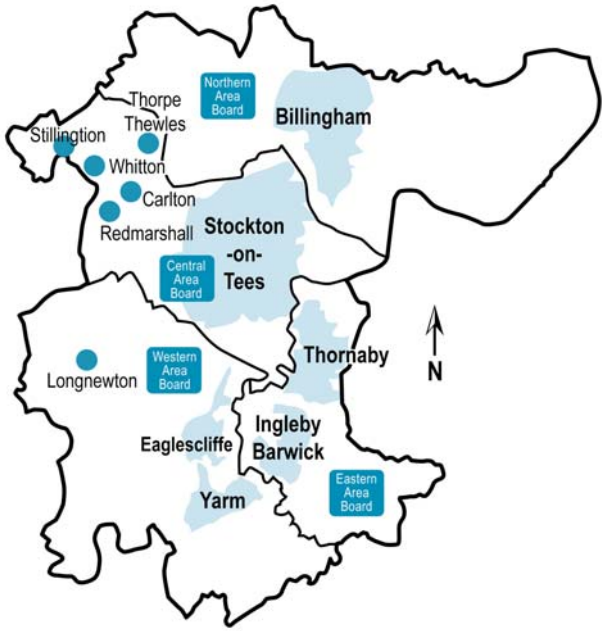
Eastern Area Partnership (Thornaby and Ingelby Barwick), and the Western Area Partnership (Eaglescliffe/Yarm/Long Newton area).

Advantages:

- Will align the Core Strategy (and other development plan documents where appropriate) with the Community Strategy and the Local Transport Plan
- Will enable the community to better understand the implications of strategic policy for their area

Q17 Should the Council prepare development strategies for each of the Area Partnership Board areas?

Area Partnership Board areas.



14 Other issues on which we would like your comments.

14.1 The Local Development Framework should also include a series of general development control policies which will deal with more detailed aspects of development. These can be produced as a separate development plan document or included with the Core Strategy. The Council has chosen to include general development control policies with the Core Strategy.

14.2 This section sets out a range of issues for which general development control policies may be appropriate. Your views are sought.

Housing

18. How should the development needs of the rural villages be met?

a) By continuing to allow small-scale infill development in rural villages

b) By allowing small greenfield extensions to some of the larger villages, particularly those that are better served by public transport and local services and facilities

c) By allowing the development of rural exception sites for housing that would not normally receive permission provided that it is for 100% affordable housing

d) Meet the needs within the urban areas.

19. How should we go about meeting the needs of those who cannot afford to buy or rent in the private sector?

a) Set a threshold above which all sites make a contribution to the provision of affordable housing, in line with Government guidance e.g. all sites in urban areas which are developed/converted for more than 15 dwellings should provide a proportion of affordable housing on site. In smaller settlements (<3000 population), the threshold should be lower

b) Set a lower threshold if appropriate to Stockton Borough's particular needs.

20. What type of affordable housing should be provided?

a) Rented housing

b) Shared ownership/shared equity

c) Low cost market housing

d) A mixture of the above.

21. Should all new housing development be encouraged to adopt the "excellent" standard EcoHomes rating?

Ecohomes is a well-developed tool to assess the environmental performance of homes. Ecohomes considers the broad concerns of climate change, resource use and impact on wildlife, grouped together under the headings of energy, transport, pollution, materials, water, land use and ecology, and health and well being. It supports developers to deliver better quality living environments with lower negative impacts on the environment and lower running costs for residents. Four ratings are achievable – pass, good, very good and excellent.

22. Should all new development be required to incorporate "Secured by Design" standards?

Secured by design achieves a reduction of crime risk by combining minimum standards of physical security and well-tested principles of natural surveillance and defensible space. Careful site design can lead to improved levels of security which can significantly reduced the risks of crime and fear of crime.

23. Adequate provision of gypsy and traveller caravan sites needs to be made if unauthorised development and encampment are to be prevented. Do you agree?

24. In its consultation paper on a new Planning Policy Statement 3: Housing, indicative density ranges are suggested for new residential development

a. 40 – 75 dwellings/ha. in urban areas (areas which are generally denser that more suburban area and comprise a mix of residential and employment areas)

b. 35 – 55 in suburban areas (areas of medium housing density which are predominantly residential in character)

c. 3 0 – 40 in rural areas.

Are these ranges generally appropriate for Stockton Borough? Should other density guidelines be included e.g. higher densities in town centres?

25. What are the three most important criteria that the Council should take into account when determining density?

1. Need for additional housing
2. Need to use land efficiently
3. Impact on service provision and public spaces
4. Importance of promoting good design
5. Importance of resource efficiency
6. Minimisation of environmental impact
7. Desirability of maintaining the character of particular residential areas or environments.

Employment

26. How can sustainable employment opportunities which require a rural location be provided?

Should economic activity in rural areas be encouraged through;

a) the development of small-scale employment uses in villages?

b) the re-use of rural buildings for economic activity?

26. Should priority be given to the retention of existing industrial estates for employment use?

Shopping

28. Should the policies protecting the retention of local shops and services to meet everyday needs be retained? i.e. continue with Local Plan policies (Alteration No. 1) to support the retention of local shops to meet residents' day-to-day needs.

29. Should sites be set aside in new development areas to cater for local shopping needs?

30. Should the Council's policy, set out in Alteration Number 1, to prevent the unnecessary loss of shops in villages be continued?

31. What do you think is important if town centres are to be improved?

a) Food supermarket(s)

b) New large shops such as department stores

c) More small specialist shops

d) Better leisure and cultural facilities such as cinemas, night clubs, art galleries etc.

e) More bars and restaurants open in the evenings

f) Outdoor cafes and restaurants

g) Environmental improvements of shopping streets

h) Flats above shops.

Environment

32. Should all new development positively protect and enhance biodiversity?

33. Should the Council encourage the development of renewable energy sources?
Although the use of relatively small-scale technologies such as photo-voltaics, solar hot water and biomass can help increase the awareness of renewables, to deliver regional targets there will be a reliance on a substantial contribution from wind energy, particularly from onshore wind developments. Stockton Borough has not been identified as having the capacity to accommodate large scale wind energy development. Therefore,

a) Should the Council encourage the development of medium-scale on-shore windfarm development in the Tees Valley, as a means of contributing to renewable energy targets?

b) Should small-scale wind farms in urban areas and on the urban rural fringe be supported in the Tees Valley?

c) Is the right strategy to adopt a combination of the above?

34. What other options should be considered for the production of renewable energy e.g. biomass, hydro-electricity?

35. Should all new development contribute towards renewable energy targets? Should this be:

a) On-site provision

b) Contribution towards off-site provision where on-site provision is not achievable.

36. Should all new buildings and conversions include energy efficiency measures, except where those measures would be harmful to the character, appearance or setting of a Listed Building or conservation area?

37. What is the best way of protecting existing settlements and new developments from flooding?
Should the policies and proposals set out in Local Plan Alteration No. 1 which seek to restrict development in areas which are at risk of flooding, be retained?

38. Should new development include measures and facilities that make a positive contribution towards waste reduction and recycling e.g. through the provision of recycling facilities, space for green waste, recycling of grey water, use of local materials, use of solar power and low energy heating, construction techniques?

39. Should the local planning authority actively protect built heritage assets of acknowledged importance including Listed Buildings and Conservation Areas?

40. Should the Council adopt a more proactive stance towards non-statutory heritage assets e.g. through the preparation of lists of locally important buildings. What other assets might be protected in this way, and how could this be achieved?

Open Space

41. Should all development be expected to incorporate a set amount of amenity open space to improve the quality of the environment?

42. What approach should be adopted in seeking children's playspace in new development:

a) A number of smaller areas scattered within new development to meet the needs of different age groups

b) Fewer, larger play areas catering for mixed age groups

c) Improvement of the existing parks and play spaces rather than providing additional open space

d) A combination of the above?

43. Should playing pitches be provided through

a) Dual use facilities

b) Allocation of land for new provision

c) Upgrading and maximising the use of existing pitch quality

d) A combination of the above?

44. Should public open spaces within and undeveloped land between the urban areas be actively protected against development?

Contributions to the provision of infrastructure

45. Should all new non domestic developments (including new houses) contribute towards meeting the costs to the community that arise from them?

46. What priority would you give to obtaining contributions from development to pay for the following:

a) Affordable housing
b) Open space and play spaces
c) Education
d) Highway works and public transport
e) Security such as CCTV and wardens
f) Community, social and sports facilities
g) Health facilities
h) Cultural facilities
i) Streetscape improvements and pubic art
j) Environmental/landscape/wildlife enhancement and protection
k) Any others?

General

47. What should be the top three priorities in the location and design of new development?

a) Decent homes at affordable prices
b) Good public transport
c) Schools
d) Hospitals and medical services
e) Shops
f) A clean, safe environment
g) Public open spaces

h) Any others?

48. Should the Council look to improving and creating footpath and cycle networks linking employment, shopping, housing, education and other facilities together?

49. Should the Council prepare and adopt guidance on the design of new development, in order to promote high quality in the built environment?

15. How can I make comments or raise objections?

15.1 If you have views on the issues and options set out in this consultation document or on the vision and objectives or on the general approach, we want to hear your views.

15.2 You can make your views known on this consultation document (Core Strategy Issues and Options) in any of the following ways:

- by completing the questionnaire that accompanies this consultation document and returning it to the address given opposite
- by downloading a copy of the questionnaire from the Council website www.stockton.gov.uk, completing and returning it in hard copy form to the address given opposite or in electronic form by email to

  development.plans@stockton.gov.uk
- by writing to the Council at the address given opposite or emailing your comments to development. plans@stockton.gov.uk. It would be helpful if views submitted in this way could include a cross reference to the issue or option to which your comment relates

Please note that comments must be submitted by ******** **

16. Contact Details

If you would like further copies of this consultation paper, please contact

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If you would like to be consulted on development plan documents as they are being prepared, your contact details can be kept on our consultation database. Please contact

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