Stockton-on-Tees Borough
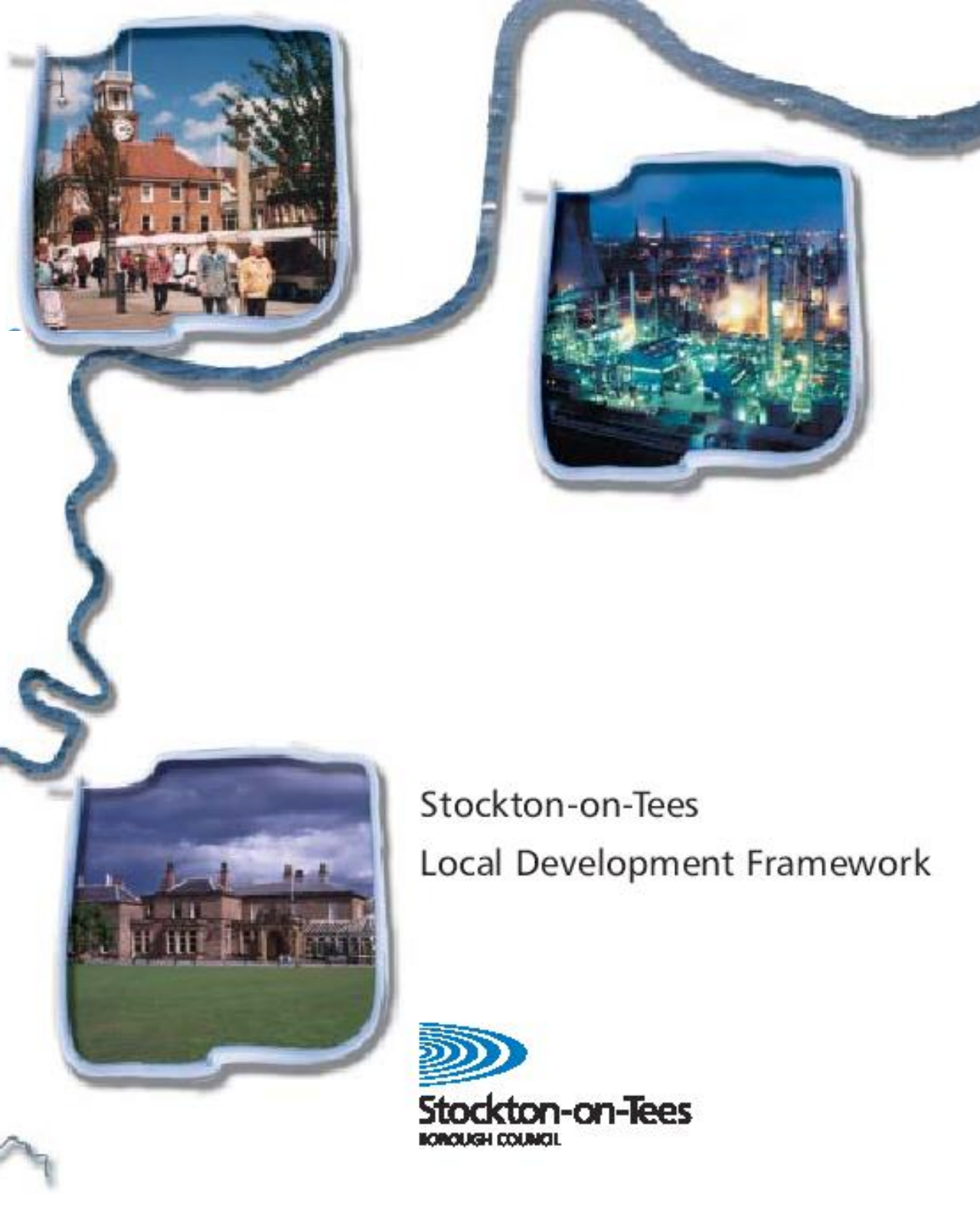
Annual Monitoring Report 2005/2006

September 2006

Stockton-on-Tees
Local Development Framework

Stockton-on-Tees
BOROUGH COUNCIL

1. Introduction

This is the second Annual Monitoring Report (AMR) to be prepared under the Planning and Compulsory Purchase Act 2004, which introduced the new development plan, the Local Development Framework (LDF). Every local planning authority is required to submit an AMR by December each year. This report covers the period from the beginning of April 2005 until the end of March 2006. It contains information on the implementation of the Local Development Scheme[1] and the extent to which the policies set out in local development documents are being successful.

In terms of what the AMR should seek to achieve, the key tasks are:

- Review actual progress in terms of local development documentation preparation against the timetable and milestones in the local development scheme
- Assess the extent to which policies in the local development documents are being implemented
- Where policies are not being implemented, to explain why and to set out what steps are being taken to ensure that the policy is implemented; or whether the policy is to be amended or replaced
- Whether policies in the local development document need adjusting or replacing because they are not working as intended;
- Whether the policies need changing to reflect changes in national or regional policy; and
- Set out whether policies are to be amended or replaced.[2]

As at this time, there are no adopted LDF policies, and shall not be until the adoption of the Borough's Core Strategy (anticipated to be June 2009), monitoring relates to the performance and implementation of the existing Local Plan. This has two main benefits:

1. The Council has time to create and modify monitoring practices and methods, which will prepare for the monitoring of the LDF.

2. Monitoring at this stage can create an evidence base from which to develop more relevant and sound policies for the LDF. Recent planning performance combined with the latest socio-economic information can achieve better spatial planning.

Purpose and structure of this report

The preparation of this monitoring report will enable the Council to:

- Assess the Council's progress towards meeting the targets set out in the Local Development Scheme (Section 2).
- Set out and review the context for development planning in Stockton Borough (Section 3).
- Review changes/progress relating to the findings of the inaugural AMR (Section 4).
- Monitor planning performance and predict future trends (Section 5).
- Identify any potential problems and ways in which to improve monitoring of sustainable planning in Stockton (Sections 6 and 7)
- Reassess existing Local Plan policies to determine whether, in the Council's view, they require saving beyond September 2007 (Section 8)

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[1] The Local Development Scheme is the Council's project plan, or timeframe, for the preparation of the development plan documents which will form part of the Local Development Framework.

[2] PPS12 and Local Development Framework Monitoring: A Good Practice Guide

2.   Implementation of the Local Development Scheme

The Local Development Scheme (LDS) is a management tool for the delivery of the LDF. All local authorities must, under the new planning system, list which documents they are preparing for the LDF process. Once the LDS is adopted and agreed with the Government Office, timetables should be adhered to, although revisions are acceptable to take into account new documents being written or unforeseeable factors affecting delivery time schedules. In order for the Council to undertake work on a Development Plan Document (DPD) or Supplementary Planning Document (SPD), they must be included in the approved LDS.

Following the adoption of an initial LDS in March 2005, the timetables for the production of documents within the Local Development Framework were revised. With the agreement of Government Office North East, the revised timetable was brought into effect in March 2006. The timetable for the production of the Core Strategy and Regeneration DPDs was amended and new documents included, as follows:

- Preparation of Minerals and Waste Core Strategy and Site Allocations DPDs, a joint initiative with the other unitary Tees Valley authorities led by the Tees Valley Joint Strategy Unit (TV-JSU).
- Parking Provision for New Developments SPD.
- Conservation Areas and Historic Environment Folder (CaHEF) SPD.
- Boathouse Lane Planning and Design Brief SPD.
- Planning Obligations SPD.

Table 1 sets out the progress on the preparation of the Stockton-on-Tees Borough Local Development Framework. Milestones achieved during the 05/06 period include the adoption of the Statement of Community Involvement on the 22nd March following independent scrutiny by the Planning Inspectorate and approval by the Secretary of State. This was adopted as timetabled in the March 05 LDS.

The revised LDS has also allowed the council to adjust the expected timescales with regard to key DPD's. Delays in meeting the initial timetable were mainly due to

- Staff loss/turnover and resource issues requiring the reprogramming of workloads
- Progressing Local Plan Alteration Number 1 through the final processes which led up to adoption.

Other factors that have contributed to hold ups with the above DPD's are delays surrounding the submission and adoption of the Regional Spatial Strategy for the North East, and the preparation of evidence based reports to feed into development plan documents. In collaboration with neighbouring Tees Valley authorities two studies have been commissioned, a Local Housing Market Assessment (due to be completed in Autumn 2006), and the Tees Valley Strategic Flood Risk Assessment, presently underway. Both studies will play vital roles in developing Stockton's DPD's once they have been finalised.

During this monitoring period, Alteration No 1 to the Local Plan 1997 was adopted (March 2006) and now supersedes the retail and flood risk policies contained within the Local Plan. Last year's AMR set the baseline from which these Alteration policies will be monitored.

The Core Strategy Issues and Options discussion document was agreed for consultation by full council in March 06. The Issues and Options document is not site specific, but instead aims to set the overarching strategy for sustainable development in the Borough up to 2021. Consultation on this paper was undertaken in May/June 2006, in accordance with the LDS. Consultation was also undertaken on two proposed SPDs, the Boathouse Lane Planning and Design Brief and the Parking Standards for New Developments.

Table 1a. Progress of LDF Documents

LDF Document	Progress at March 2006		
Statement of Community Involvement	Adopted	26 March 2006	🙂
Core Strategy	Initial consultation on Issues and Options	Approved for consultation March 2006	😐
Regeneration DPD	Initial consultation on Issues and Options	September 2006	🙁
Boathouse Lane Planning and Design Brief SPD	Draft SPD consultation period	Feb./March 2006	🙂
Parking Provision for New Developments SPD	Draft SPD consultation period	Feb./March 2006	🙂
Conservation and Historic Environment Folder SPD	Consultation scheduled for May/June 2006		😐

Table 1b. Other LDF Documents as yet not commenced

LDF Document	Schedule of other Documents set out in the Revised LDS
Yarm and Eaglescliffe Area Action Plan	Work is timetabled to commence in 2007
Environment DPD	Work is timetabled to commence in 2007
Joint Minerals and Waste Core Strategy DPD	Issues and Options Consultation scheduled for May/June 2007
Joint Minerals and Waste Site Allocations DPD	Issues and Options Consultation scheduled for May/June 2007
Residential Design Guide SPD	Consultation period scheduled for 2008
Open space and landscaping DPD	Consultation period scheduled for 2008
Planning Obligations SPD	Consultation scheduled for April/May 2007

Key

Target date achieved	🙂
Progressing in line with target date	😐
Unlikely to achieve target date	🙁
Target date missed	☹

3.   Context for the Monitoring Report

Drivers for change

The Borough of Stockton is a predominantly urban area within part of the Tees Valley conurbation. With a population of 187,100, major growth of the area was a result of the development of the iron and steel industries, associated with the industrial revolution and the coming of the railways. 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.

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.

The key drivers for change include:

- Loss of traditional river-based manufacturing industries, giving rise to a wealth of previously developed land within urban areas, resulting in opportunities for redevelopment and regeneration.
- Potential to create new jobs and attract significant investment in the chemical sector.
- Lower than national average employment rates and low rates of new business start-ups.
- High retail vacancy rates in the town centres, combined with poor environments.
- Pressure for greenfield development.
- Imbalance of deprivation where areas of disadvantage are situated alongside areas of affluence with pockets of low

demand for housing despite a general increase in house prices over the past few years.

- Recent growth in population and a predicted rapid growth in the number of households within the Borough (figure 1). This will be caused by increasing numbers of young people setting up on their own, an ageing population and fewer marriages with more single households in the Stockton Borough. Population growth runs against the general trend within the core Tees Valley area (Table 2).

Figure 1. Projected growth in households within the Stockton Borough.
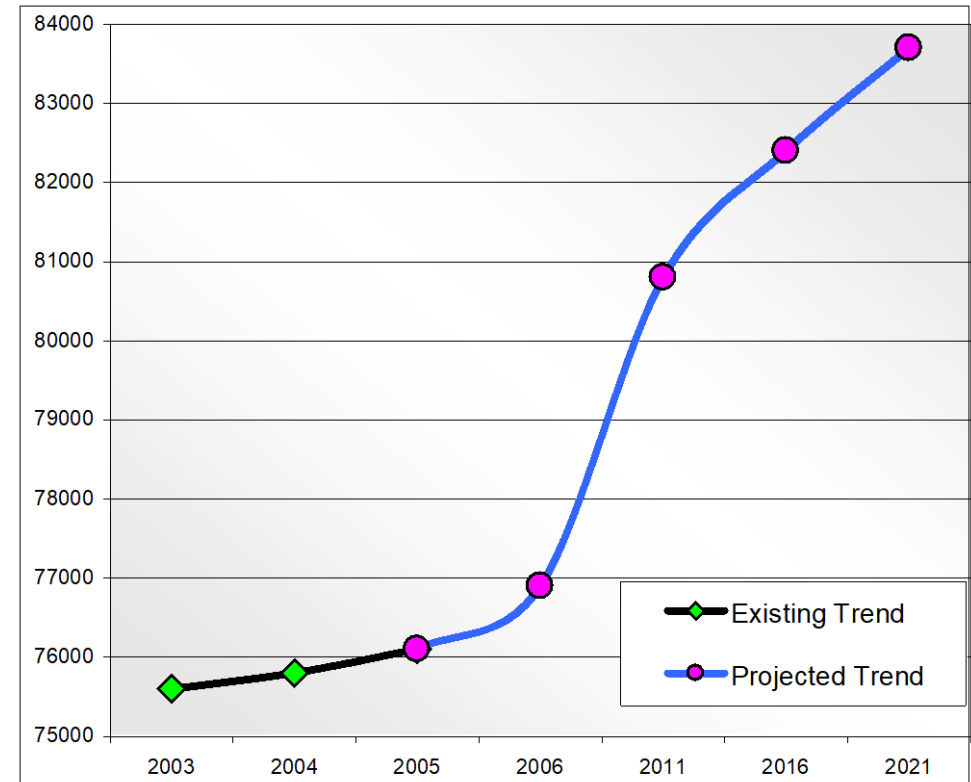
(Tees Valley Joint Strategy Unit Data, 2005)

The Strategic Planning Context

Table 2. General Stockton Statistics

Area	Population	% Change since 2001
Stockton Borough, 2006	187,100	+1.18 estimated
Tees Valley, 2006	651,000	-0.2 estimated

(Tees Valley Joint Strategy Unit Data, 2006.)

National Planning Policy

Central to the Government's approach to the new development plan system are the requirements that Local Development Frameworks must be spatial rather than purely land use plans and that they should contribute towards delivering 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).

The other key change introduced by the new system is the creation of a direct linkage between regional and local planning policy.

Regional Spatial Strategy

Regional Spatial Strategy provides the spatial strategy to inform the preparation of Local Development Frameworks and Local Transport Plans, establishing a broad strategic approach for development and land use within the region. The existing Regional Spatial Strategy is RPG1 Regional Planning Guidance for the North East (2002). However, work is well advanced on a new Regional Spatial Strategy for the North East, "View: Shaping the northeast". This was submitted to the Secretary of State in June 2005, and the Examination in Public took place in spring 2006. The report of the Panel of Inspectors is currently being considered by the Secretary of State at Government Office North East. Once adopted, the Regional Spatial Strategy will replace RPG 1 and the Tees Valley Structure Plan.

The draft Regional Spatial Strategy sets out the regional development and sustainability goals up until 2021. Once finalised, it will provide guidance on Stockton Borough's contribution towards the regeneration of the north east, for example in terms of the number of houses required, the amount of employment land to be developed and the broad locations for where these should be sited. The RSS will influence planning performance in Stockton, where policies require individual authorities to contribute to meeting regional planning targets. A separate AMR is prepared by the North East Assembly to assess the progress of the Regional Spatial Strategy in meeting its goals and objectives.

Tees Valley Structure Plan

The Tees Valley Structure Plan remains in force until superseded by the Regional Spatial Strategy. This was adopted in February 2004, and is relatively up-to-date, in terms of identifying detailed development roles within the Tees Valley authorities up to 2016. It provides planning guidance for areas such as Durham Tees Valley Airport, which has emerged in recent years as a potential growth area for inward investment and consumer travel. The Structure Plan AMR is prepared by the Tees Valley Joint Strategy Unit.

Stockton-on-Tees Local Plan – Existing Policies

The Stockton-on-Tees Local Plan was adopted in 1997. Setting out a framework for development up to 2006, it is nearing the end of its life. Many site-specific policies, particularly in relation to housing, have been fully implemented. A complete review of housing issues is required, which will be carried out in the context of Planning Policy Statement 3: Housing (published for consultation in December 2005, and the emerging Regional Spatial Strategy. Issues which may need addressing include density of residential development, the provision of affordable housing and sustainable construction.

Some policies have already been reviewed and updated through Local Plan Alteration Number 1, which was adopted in March 2006. Retail policies, together with flooding and water quality issues have been brought up-to-date with revised planning policy guidance.

New initiatives which have emerged in recent years, are to be taken on board in the Local Development Framework. This includes the Stockton Middlesbrough Initiative, a joint venture between Stockton Borough Council and Middlesbrough Borough Council to regenerate the river corridor. A comprehensive Employment Land Study is also being undertaken, and this, together with proposals to implement the Stockton Middlesbrough Initiative will underpin a revision of economic/employment land policies. Both key issues will largely be subsumed with the Council's emerging Core Strategy and Regeneration Development Plan Documents.

The Council saved all of the policies in the Stockton Local Plan for three years (up to September 2007). As there are no replacement policies in place, part of the role of this AMR will be to reassess the position and decide which policies require saving beyond 2007.

4. Progress in relation to the key findings of the 2004/05 AMR

The key findings of the 2004/05 AMR were:

- Using the Strategic Environmental Assessment (SEA) and Sustainability Appraisal (SA) scoping report as a baseline, that a basket of local indicators, with associated targets, needs to be developed to monitor the Local Development Framework
- That existing monitoring systems are inadequate to meet the demands of the new system.
- The findings of on-going and proposed studies are vital to establish a comprehensive evidence base
- The housing trajectory shows that Stockton Borough has adequate land supplies to meet the RSS Submission Draft housing targets during the first part of the plan period. Continuing to plan, monitor and manage housing development will be essential to considering future applications throughout the plan period.

In relation to the above, progress has been made as follows:

Local Indicators: work has started to develop local indicators which will be useful in monitoring the success of development plan policies, although at this stage in the preparation of the LDF, it has not been possible to set targets. Potential local indicators relate to business development (employment land available by designation), and housing provision (size/type of new homes completed; net housing approvals)

New and Better Monitoring Systems: monitoring systems continue to be developed and improved, to provide more reliable information and to ensure consistency with regional monitoring requirements.

Development of the Evidence Base:

Several studies are underway to create a comprehensive evidence base. These include:

- State of the Environment Study – scheduled to go to Committee in January 2007.

- Open Space Audit – the audit is now complete, and consultation with the community has been carried out. Comments received are currently being considered, prior to the beginning of work to produce local standards to be incorporated into a Supplementary Planning Document.

- Employment Land Study – the investigation/audit of sites is now complete. Wider consultation will take place in Autumn 2006. Discussions are underway in relation to progressing the study and whether a joint Tees Valley approach should be taken to the provision of employment land.

- Local Housing Market Assessment – a study has been undertaken during spring/summer 2006 and the final report expected by the end of the year.

- Built Heritage Report – consultation was carried out in late spring 2006 on the Conservation Areas and Historic Environment Folder. Comments are currently under consideration. Adoption of a Supplementary Planning Document is scheduled for Autumn 2006.

- Strategic Flood Risk Assessment – a joint Strategic Flood Risk Assessment has been commissioned by Stockton Borough in conjunction with Middlesbrough and Redcar and Cleveland Boroughs. Findings of this study are expected by the end of 2006.

Housing Trajectory:

Careful monitoring of the granting of planning permission for housing, together with starts and completions, continues with increasing accuracy, particularly in relation to small sites. Improved monitoring systems, and on-going analysis of information is developing a better understanding of the timeframe for the implementation of permissions. This, together with detailed schedules for demolitions, is allowing the Council to more accurately develop its housing trajectory.

5.   Output Indicators

Local Development Framework monitoring guidance includes a set of core indicators which local authorities are required to address in their AMR. To allow meaningful analysis, these indicators have to be collected within a consistent timeframe using a clearly identified set of definitions.

The output indicators[3] have been divided thematically, in accordance with the current Local Plan:

- Environment.
- Economy.
- Development.
- Transport.

There are no targets in the adopted Local Plan. However, until such time as the Local Plan is replaced, saved policies will be monitored. Their continued monitoring against changes in national / regional policy and their implementation at the local level will determine the need to bring forward other more up to date policies through the Local Development Framework. Equally, SMART (Specific, Measurable, Achievable, Realistic, and Time–related) targets will be developed for the Local Development Framework through the production of Development Plan Documents and the Sustainability Appraisal process. The SA / SEA Scoping Report (July 2005) provides a realistic and robust evidence baseline monitoring system.

The following pages contain information to contribute to the necessary AMR core output indicators and other relevant monitoring data.

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[3] Information assigned to the core output indicators relates to the monitoring period of 2005/06. Related performance text takes a wider view, looking at the implementation of Local Plan policies over the longer period since the Plan was adopted in 1997.

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Environment   5.1   Biodiversity

> **Core Indicator:**
>
> - **Change in areas and populations of biodiversity importance:**
>
>   See tables 2 and 3

Table 3: Biodiversity priority species present in Stockton-on-Tees.

Priority BAP Species	Known population	Estimated changes
Water Vole	Scattered, small populations chiefly in urban areas. Have also been recorded on River Leven.	Significant decline since 1980's, although present population remains stable.
Brown Hare	Widespread distribution on farmland, also found on industrial sites (Seal Sands).	220 records identified. Need further trend information.
European Otter	First signs of recovery on River Leven and Tees upstream of Yarm in late 1990's.	Recent records for Tees at Stockton Centre, Tees Barrage and Portrack Marsh.
Skylark	Common site in the Tees Valley as a whole. Known to breed in the Stockton Borough.	Tees Valley Wildlife Trust has continued to run farmland biodiversity surveys on 22 farms across the Tees Valley. This will start to identify local trends in farmland bird populations. Teesmouth Bird Club are working on a bird atlas which will provide an up to date baseline population figure for all breeding species.
Grey Partridge	Breeding bird locally associated with industrial brownfield sites.	
Song Thrush	Common resident, and winter visitor.	
Tree Sparrow	Widespread, but not numerous. 130-150 breeding pairs across the Tees Valley.	
Corn Bunting	Approximately 1,000 known birds across the whole of Tees Valley.	

Barn Owl	Rare resident - have been recorded west of Stockton and on industrial land close to Portrack Marshes.	Owl survey carried out by Tees Valley Biodiversity Partnership (2005/06) recorded 12 sighting of Barn Owl in Stockton. Estimated 1 or 2 breeding pairs in the borough. The partnership has erected 2 barn owl nesting boxes in Stockton.
Great Crested Newt	Great Crested Newts were present at an estimated 12 pond sites in the Stockton District, based on 1993 survey data. Have declined since but seem to be surviving on nature reserves / country park sites.	Have declined due to lack of pond management, but appear to survive in managed watercourses. Pond restoration works to be carried out in 2007/ 08.
Bats	Habitat appears to be widely distributed and key sites are known for Daubenton's, Natterer's and Pipistrelle bats.	Poor quality of information available, more surveys are necessary.

The information provided in table 3 has been supplied by the Tees Valley Wildlife Trust. The Trust has completed a survey of the Tees Valley's priority habitats and are currently analysing the data. Better information will be available next year.

Core Indicator:

- **Changes in areas designated for their intrinsic environmental value including sites of international, national, regional, sub-regional or local significance:**

  Sites of Special Scientific Interest (SSSI)

  47.4% in favourable condition
  46.2% in unfavourable
  6.4% destroyed

Policies within the Stockton Local Plan give the highest level of protection to sites of International and national importance for nature conservation.

Natural environment

The total area of land designated as SSSI in the Borough has increased to nearly 670 hectares. (English Nature, September 2006). In March 2006, over 47% of the area of designated SSSIs in the area were reported to be in favourable condition. Re-evaluation of the Seal Sands during 2005 by English Nature has given a better picture of the condition of the SSSI, as set out in Table 4.

Table 4. Stockton Borough's Sites of Special Scientific Interest. (cross boundary areas with Hartlepool LA are included)

Site	Location	Area (Ha)	Condition at time of last English Nature assessment
1-7	Tees Foreshore Wetlands, Fen, Marsh, Swamp, Coastal Lagoon and Littoral Sediment	245.3	100% Favourable, (2002)
1-3	Seal Sands, Ramsar Site, National Nature Reserve.	297.1	3.3% Favourable 82.4% Unfavourable, 14.3% Destroyed (2005)
1-2	Cowpen Marsh, Littoral Sediment and Lowland Grassland	121.5	46.8% Favourable, 53.2% unfavourable (2004)
1	Whitton Bridge Pasture, Neutral Grassland	3.2	100% Favourable, (2003)
1	Briarcroft Pasture, Neutral Grassland	1.8	100% Favourable, (2003)

(English Nature, 2006)

Figure 2. Condition of all SSSI sites in the Stockton Borough as identified by English Nature (hectares)
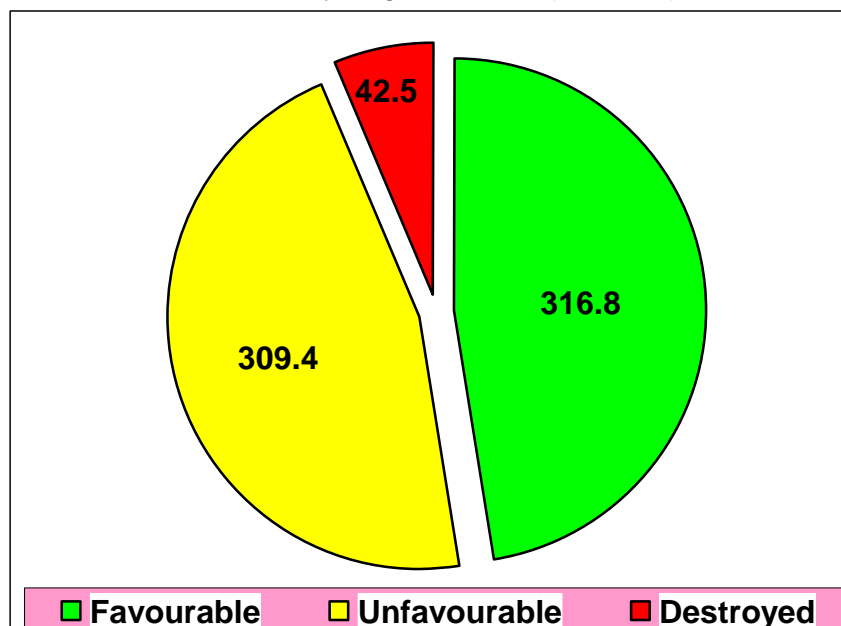
(English Nature, 2006.)

Three new local nature reserves have been declared since 1997, at Bowesfield Pond, Stockton, Charlton's Pond, Billingham, and Quarry Wood, Eaglescliffe. 13 Local Nature Reserves in total have been declared in the Borough.

Tees Valley Wildlife Trust have completed a survey of the Tees Valley Sites of Local Nature Conservation Interest, and are waiting for data to be analysed. This will enable the Council to assess the condition of these sites, and whether they nature conservation value has been retained.

There are 3 Special Landscape Areas identified within the 1997 Local Plan, one covering 76.5 Hectares of land at the Wynyard estate, another on the banks of the River Leven Valley at the South (23.3 Ha), and the third following the course of the Tees from Eaglescliffe to the Darlington Borough boundary.

Historic Environment

The Historic Sites and Monument Register shows that the Borough has 1168 Historic Environment Records (an increase of 179 on 04/05 figures) and 8 Scheduled Ancient Monuments.

- As of March 2006, there are 7 Grade I Listed Buildings, 39 Grade II* and 420 Grade II, including the Billingham Forum.

- The Conservation and Historic Environment Folder (CaHEF) SPD is presently being prepared. The Council, working closely with English Heritage and Tees Archaeology is currently undertaking a comprehensive review of all Listed Buildings, Scheduled Ancient Monuments and Historic Parks / Gardens within the Borough. The Historic Environment document will update the Conservation Areas documentation, comprising both an appraisal and management plan for each. A new addition to CaHEF is the introduction of "locally listed" buildings. As of March 2006, the draft CaHEF was nearing publication for public consultation, scheduled for late May.

Table 5. The Stockton Borough's Grade 1 Listed Buildings

Building Name	Location
Church of St Peter	Seamer Road, Hilton Village, Yarm.
Church of St Cuthbert	Church Road, Billingham.
Church of St Thomas	High Street, Stockton.
Church of St John The Baptist	Butts Lane, Egglescliffe
Parish Church of St Mary The Virgin	The Green, Norton
Church of St Cuthbert	Church Lane, Redmarshall
Church ruins of St Thomas A Becket	Grindon Lane, Thorpe Thewles

(English Heritage, 2006)

5.2 Waste

> **Core Indicator:**
>
> - **Capacity of new waste management facilities installed by type 2005/06:**
>
>   **No capacity installed**
>
> - **Amount of municipal waste arising, and managed by management type, and the percentage each management type represents of the waste managed**
>
>   **Total Waste Tonnage handled in the Stockton Borough during 05-06 = 107,756.8 (See tables 6 and 7 for more information)**

Waste and recycling facilities available in the Borough over include:

- **Haverton Hill Household Waste Recycling Facility**

Annual capacity throughput approximately 24,000 tonnes, this includes domestic waste from both Borough's of Stockton and Middlesbrough.

- **Horticultural Services and Recycling Facility, Yarm Road, Stockton**

Annual throughput of dry recyclables from kerbside collection scheme approximately 7000 - 10,000 metric tonnes per year, plus around 2000 - 4000 metric tonnes of green waste from kerbside collections.

- **Haverton Hill Energy from Waste Plant**

Incinerates about 70,000 metric tonnes annually (see table 7). The Energy from Waste facility at Haverton Hill generates electricity from the incineration of household waste. Beneficial to both the environment and economy, this resource is a good example of using waste for advantageous purposes but does not class as a renewable source of energy, as CO_2 is still released in the burning process.

Table 6. Wastes handled in the Borough 2005/06 (Metric Tonnes)

Household Waste	85,437.6	80.3 %
Non Household, trade, clinical, industrial etc	22,319.2	20.7 %
Total Waste Handled	107,756.8	100 %

Table 7. Waste Disposal Methods 2005/06 (Metric Tonnes)

Landfill	19,181.8	17.8 %
Energy from Waste	69,840.6	64.8 %
Soil and Rubble	4,042.5	3.8 %
Recycling	14,691.9	13.6 %
Approximate Total	100,000	100 %

(Local Authority Data, 2006)

Compared with 2004/05, waste handle by the Borough has risen by 7% to over 107,000 metric tons. Of this, less than 20% went to landfill. 78.4 % of waste handled in the Borough of Stockton is re-used (Table 7). The Energy from waste plant handles 64.8% of all municipal waste from Stockton and Middlesbrough. The plant incinerates the waste, but during this process, also drives turbines creating energy. This, combined with 13.6 % recycling of all waste (13.3 % of all household waste) means that Stockton's waste management facilities are among the most advanced in the country.

With regard to preparing a Minerals and Waste Development Plan Document, a joint approach has been agreed by the five Tees Valley Unitary Authorities, and work has begun to produce strategic and site allocation Development Plan Documents.

5.3   Renewable Energy

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Core Indicator:

- **Renewable energy capacity installed by type**

  No capacity installed

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Two sites, one at Seal Sands and the other at North Tees, are designated as suitable for wind energy development. To date, no applications have been submitted for renewable energy developments.

5.4   Flood Protection and Water Quality

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Core Indicator:

- **Number of planning permissions granted contrary to the advice of the Environment Agency on either flood defence grounds or water quality:**

  No permissions granted

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During the period, the Environment Agency objected to 25 applications within the Borough. 24 of these requested a Flood Risk Assessment be submitted to accompany the application (FRA) in accordance with Planning Policy Guidance 25. The 25th objection was highlighted by the Environment Agency as an application for a minor residential scheme which had submitted an unsatisfactory FRA. Of these 25 applications, none were approved contrary to Environment Agency advice, as all applications eventually submitted satisfactory Flood Risk Assessments.

Adopted Alteration Number 1 to the Local Plan 1997, provides a new suite of policies regarding development in floodrisk areas, groundwater protection and sustainable drainage systems.

As a working suite of policies, these have to date, been successfully implemented. A joint Strategic Flood Risk Assessment is currently being carried out on behalf of the three Tees Valley authorities of Stockton, Middlesbrough and Redcar and Cleveland.

A State of the Environment Report is nearing completion, which should provide valuable baseline information against which progress of existing and new polices can be monitored.

Economy

Local Plan Objective: to increase opportunities for investment and employment

5.5   Business Development

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Core Indicator:

- **Employment land available by land designation (hectares):**

  Greenfield – Immediately Available = 322.4
  Greenfield – Long Term Availability = 220.2
  Greenfield – Restricted Availability = 111.4

  (Including 166.7 hectares of Greenfield site which is reserved for development and expansion of the chemical industry at Seal Sands)

  Brownfield = Immediately Available = 88.6
  Brownfield = Long Term Availability = 153.9
  Brownfield = Restricted Availability = 0

  Total Immediately Available Employment Land = 411.1

  Total Employment Land remaining from that allocated in the 1997 Local Plan or with Planning Permission = 896.5 hectares (1085ha including reserved sites)

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Core Indicator:

- **Amount of Greenfield employment gross floorspace developed by Type during 2005/06 (square meters):**

B1a	**12,934**	**(7.4%)**
B1b	**0**	
B1c	**0**	
B2	**160,823**	**(92.6%)**
B8	**0**	

Core Indicator:

- **Amount of Previously Developed Land gross floorspace developed by Type during 2005/06 (square meters):**

B1a	**0**	
B1b	**0**	
B1c	**0**	
B2	**3,225**	**(100%)**
B8	**0**	

Core Indicator:

- **Amount of Employment Land developed during 05-06:**

  43.7 Hectares

Core Indicator:

- **Amount of employment land lost to residential development 2005/06 (hectares):**

  0 Hectares lost

Figure 3. Availability of remaining allocated employment land by type, as at 31st March 2006.
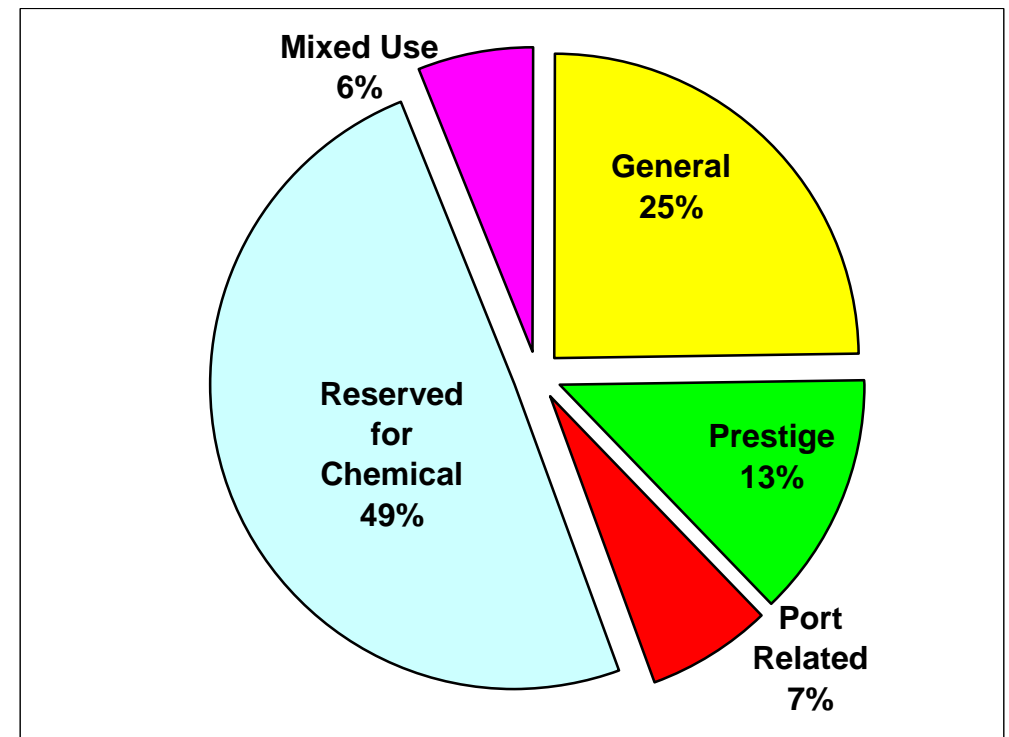
(Local Authority Data, 2006)

Unemployment rates show a slight rise, from 2.8% in November 2004 to 2.9% in November 2005. However this still compares favourably with Middlesbrough, Hartlepool and Redcar and Cleveland, and is only fractionally higher than Darlington (2.8%).

Following the closure of Samsung, Wynyard, progress continues to be made in compensating for the loss of jobs there. In the last 12 months, planning permission has been granted for two large warehouse distribution centres on approximately 13 hectares of land whilst 8 hybrid business units have been developed. Further

applications for development are expected and the owners are optimistic about the future of their site.

As is the case in many local authority areas, the take-up of employment land is generally slow. However, over 42 hectares were developed in 2005. This large increase is explained by the establishment of a commercial tomato growing operation at Belasis Technology Park, which accounts for 25.1 hectares. Table 8 shows the take-up rate since adoption of the Local Plan in 1997. This figure coupled with the area of the distribution centre at Wynyard accounts for approximately 38 hectares of the total take up.

Table 8. Annual Take up of Employment Land sites as identified in the Local Plan 1997

Year	Area Developed (Ha)
1997	6.4
1998	9.1
1999	15.1
2000	14.5
2001	9.7
2002	3.6
2003	3.5
2004	6.0
2004/05	8.98
2005/06	43.67

(Local Authority Data, 2006)

No Allocated employment land was lost to any other uses, during 2005/06.

A comprehensive employment land study is underway. This will enable the Council to assess the current position relating to the amount of employment land available, to assess the requirements in terms of the targets set in the Regional Spatial Strategy, and to formulate policies through the Local Development framework to meet these targets. In the event that an over-supply of employment land is identified, de-allocation may have to be considered.

Target

The submission draft Regional Spatial Strategy sets out requirements for employment land up to 2021. For Stockton Borough, this is in the order of:

- 400 ha (including all of the land with planning permission at Wynyard). This is broken down into 235 ha for general employment use, 20 ha for regional brownfield mixed use and the remainder for prestige employment sites.
- 445 ha for chemicals.
- 80 ha for Durham Tees Valley Airport and associated uses.

As part of the emphasis on regeneration of the Borough, a number of masterplans and development briefs are being prepared. These include proposals for the Riverside Sites and North Shore areas. At the appropriate time, some of these may need incorporating into the Local Development Framework as Supplementary Planning Documents, and will need to be recognised in the Local Development Scheme

Development

Local Plan Objective: to secure adequate, decent housing

5.6   Housing

Outstanding Commitments

At 31 March 2006, there were 5,652 net outstanding planning permissions for new build and conversions to residential use. This figure includes the redevelopment schemes at Mandale and Hardwick, and allows for demolitions at these sites. This compares with a submission draft figure of 6,900 homes to be built in the Borough between 2004 and 2021, and the Examination in Public Panel's report which recommends a target of 9,065.

Permissions granted

Possible Local Indicator:

- **Net Housing Approvals 05-06**

   44 Conversions to Residential (C3) use

   137 Small Scale new build (on schemes less than 10 units)

   2,091 Dwellings approved on schemes larger than 10 units

Over 2,000 new homes were granted planning permission in 2005/06; the main sites involved are printed in the following table. Some of the approvals listed in table 9 were reserved matters applications or re-submissions.

Table 9. Housing developments approved during 05/06

Site	Scheme	Dwellings Approved
Corus Pipe Mill, Stockton	Brownfied, Core SMi, Mixed Use Scheme	375
Parkfield Foundary	Brownfied, Core SMi, Residential Scheme	246
North Shore + Eastern Gateway	Brownfied, Core SMi, Mixed Use Scheme	510
Millbank Lane, Thornaby	Windfall, Brownfield, Residential Scheme	322
Hardwick Estate, Stockton	Housing Market Renewal Scheme	Net gain of 100
Darlington Lane, Stockton	Allocated, Greenfield, Residential Scheme	108
North Tees Hospital	Residential, Brownfield, Scheme	124
Tall Trees, Yarm	Mixed Use Scheme	250
Bowesfield, Stockton	Mixed Use, Windfall Greenfield Scheme	218
Norwood Car Sales, Stockton	Residential Windfall, Brownfield Scheme	37
Lowson Street, Stillington	Allocated Employment Site, Residential Development.	43
Thornaby Road, Thornaby	Brownfield Windfall Residential Scheme	129

(Local Authority Data, 2006)

Completions

Core Indicator:

- **Housing Completions 05-06**

  387 Net dwellings completed (See Housing Trajectory)

  527 Gross Completions

  140 Total Demolitions

Possible Local Indicator:

- **Housing Makeup of New Build / Conversions**

  471 Homes built or converted to C3 (89.4% of total)

  56 New or converted flats created (10.6 % of total)

  57.3 % of all completed dwellings had 4 or more bedrooms

  19.9 % of completions contained 2 or less bedrooms

527 houses were completed during the monitoring period. These included over 300 at Ingleby Barwick, whilst about 20% came from small sites (< 10 dwellings). Demolitions took place mostly at the Mandale Estate in Thornaby resulting in a net completion figure of 387. Nearly 60% of all completions had four or more bedrooms, with less than 20% being small units (2 or less bedrooms).

Previously developed land.

Best Value Performance Indicator, BVPI 106 relates to the percentage of new homes built on previously developed land. Table 10 shows the Council's progress in meeting this target over the last 4 years.

Core Indicator:

- **Percentage of new dwellings built on previously developed land 05-06**

  38.3% of gross total built on Previously Developed Land

  BVPI 106 internal target for 05-06 = 35%

Table 10. Best Value Performance Indicator 106.

BVPI no 106	02/03	03/04	04/05	05/06	06/07
Stockton Target	37%	37%	32%	30%	35%
Stockton Actual	29.3%	17.9%	40.3%	38.3%	-
Tees Valley	52%	-	43.8%	-	-

(Local Authority Data, 2006)

Although slightly down on last year's achievement, 38.3% of housing development took place on previously developed land (pdl). This was above the target set for the year. Although a target of 35% has been set for development on pdl for next year, this is still well below the Government's target of 60% by 2008, and the proposed RSS target (Panel report recommendation) of 70% for the region. Stockton's performance must be seen in the context of large extant greenfield permissions at Ingleby Barwick and Wynyard which, until built out, will make it difficult for Stockton to achieve national and regional targets. However, performance over the past two years has shown a considerable improvement over previous years.

Once both the Wynyard and Ingleby Barwick permissions are completed, and bearing in mind the plentiful supply of pdl land within the urban core of the Borough, the Council should be in a much better position to meet national and regional targets of residential development on brownfield land.

Table 11. Outstanding Housing Commitments

Net Dwellings with planning permission but as yet not constructed (March 2006)	
Greenfield	Brownfield
2329	3323
Dwellings with planning permission but as yet not constructed (March 2005)	
Greenfield	Brownfield
2733	2242

(Local Authority Data, 2006)

Affordable housing.

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Core Indicator:

- **Number of Affordable Units Built 05-06**

  39 (7.4 % of total gross completions)

  All affordable units were built on previously developed land

</div>

Table 12. Affordable housing provision committed within the Borough

Location	Number of Affordable Units Committed as part of scheme
Hardwick Regeneration	100 (outline)
Kvaerner Site, Parkfields	11 (outline)
Corus Pipe Mill, Portrack	56 (outline)
North Shore redevelopment	72 (outline)
Boathouse Lane, Stockton	10 (outline)
Mandale Regeneration	1/3rd of all redevelopment, approximately 170-200 units

(Local Authority Data, 2006)

A number of recent permissions have secured the provision of affordable housing, as set out above, in addition to that to be redeveloped as part of housing regeneration schemes. Actual completions in 2005/06 show that the number provided is almost twice that of 2004/05, contributing to over 7% of all completions.

The Local Housing Market Assessment due to be completed by the end of 2006 should give the Authority a firm basis for requiring the provision of affordable housing as part of developments, should a need be identified.

Housing Density.

Table 13. Housing Densities on Sites or completed phases of sites with more than 10 dwellings built within the year

	Major Housing Completion Site 05-06	Average DPH Build on site
Urban Area	Former Stockton College, Hartburn	26
	Hamsterley Road, North Tees Hospital	49
	Ketton Road, Hardwick	52
	Mandale Redevelopment, Thornaby	55
	Talbot Street, Stockton	70
Suburbs	Hunters Green, Eaglescliffe	31
	Ingleby Barwick, Village 5	34
	Ingleby Barwick, Village 6	24
Rural Villages	Kirklevington, Village Infill	17
	Wynyard Estate	12

= > 30DPH ▮ (cyan)   (Local Authority Data, 2006)

= 30-50 DPH ▮ (orange)

= <50 DPH ▮ (purple)

The majority of completions built in the Stockton Borough during 05/06 fall within the 30 to 50 dwellings per hectare category (44 % of all completions). This figure has fallen from the reported figure of 75% during 04/05, as the northern end of Ingleby Barwick Village 6 has begun to take shape with lower density 'executive' style dwellings being built. This, in addition to continuing build at the Wynyard Estate, increased the provision of lower density housing to 38% of all completions. Perversely, Ingleby Barwick Village 5 developments are at ever increasing densities, including flats for young professionals and older people, and this has helped to bring the majority of development in Village 5 within the 30 – 50 per hectare range, as specified by Planning Policy Guidance Note 3. As table 13 highlights, the higher densities are achieved in the urban areas, also in accordance with national and regional planning policy.

Housing Trajectory.

The role of the housing trajectory is to integrate the "plan, monitor, manage" approach into housing delivery by showing past performance and estimating future performance. The housing trajectory shows the levels of actual and projected completions over the plan period based on a series of assumptions. This enables the Authority to predict whether there is likely to be a surplus or shortfall of supply, and manage future housing planning approvals in order to meet RSS net annual gain requirements.

The 05-06 trajectory shown on page 20 is based upon the following assumptions:

- All existing planning permissions will be implemented.
- An allowance of 100 dwellings per annum is included to account for the contribution of small sites, (less than 10 dwellings per scheme).
- Demolitions have been included in accordance with the proposed schedule.
- A five year lead-in period for major mixed use regeneration sites.
- The housing market remains at a stable rate of growth.
- Only those dwellings with full or outline approval as of March 2006 are included. The trajectory does not include anything other than current commitments plus 1,500 homes to take 100 small sites per annum into account.

What the housing trajectory shows.

Over the first seven years of the RSS period, up to 2011, Stockton has more than an adequate supply of housing land through existing planning permissions. Over this period, the Borough is expected to contribute 5,740 dwellings to the regional total. Existing approvals (5,652) together with completions 2004 – 2006 (729) in addition to an annual allowance of 100 completions on small sites over the next five years to 2011 (500), gives a total of 6,881.

Over the first two years of the monitoring period, net completions fell below both the RSS submission draft figure of 600/annum and the Panel report's recommended figure of 820 per annum. This can be partly explained by the large number of demolitions associated with the Mandale and Hardwick regeneration schemes where there has not yet been a corresponding new build, and partly due to the slump in the housing market during this period.

However, as the trajectory shows, the expected completions during the remaining five years of the period should more than make up for this shortfall, as a number of new sites begin development. Higher levels of house completions could continue beyond 2011 into phase 2 of the RSS period, but with phasing applied to any suitable new sites which come forward for development, the rates should start to decline in the second RSS period (2011 – 2016).

However in order to deliver core regeneration sites in the future, the Council will have to consider very carefully its strategy to bring forward housing sites and to monitor its approach to prioritise core regeneration sites.

Figure 4. Net Housing Trajectory for 2006 to 2021 incorporating 2004 – 06 completion rates

Legend:
- SBC net Build / Projection
- RSS Submission Draft Allocation
- TVSP Net Requirement
- RSS post EiP Net Strategy

Year	SBC net Build / Projection
2004-05	345
2005-06	384
2006-07	791
2007-08	895
2008-09	1052
2009-10	960
2010-11	796
2011-12	623
2012-13	544
2013-14	570
2014-15	380
2015-16	280
2016-17	225
2017-18	100
2018-19	100
2019-20	100
2020-21	100
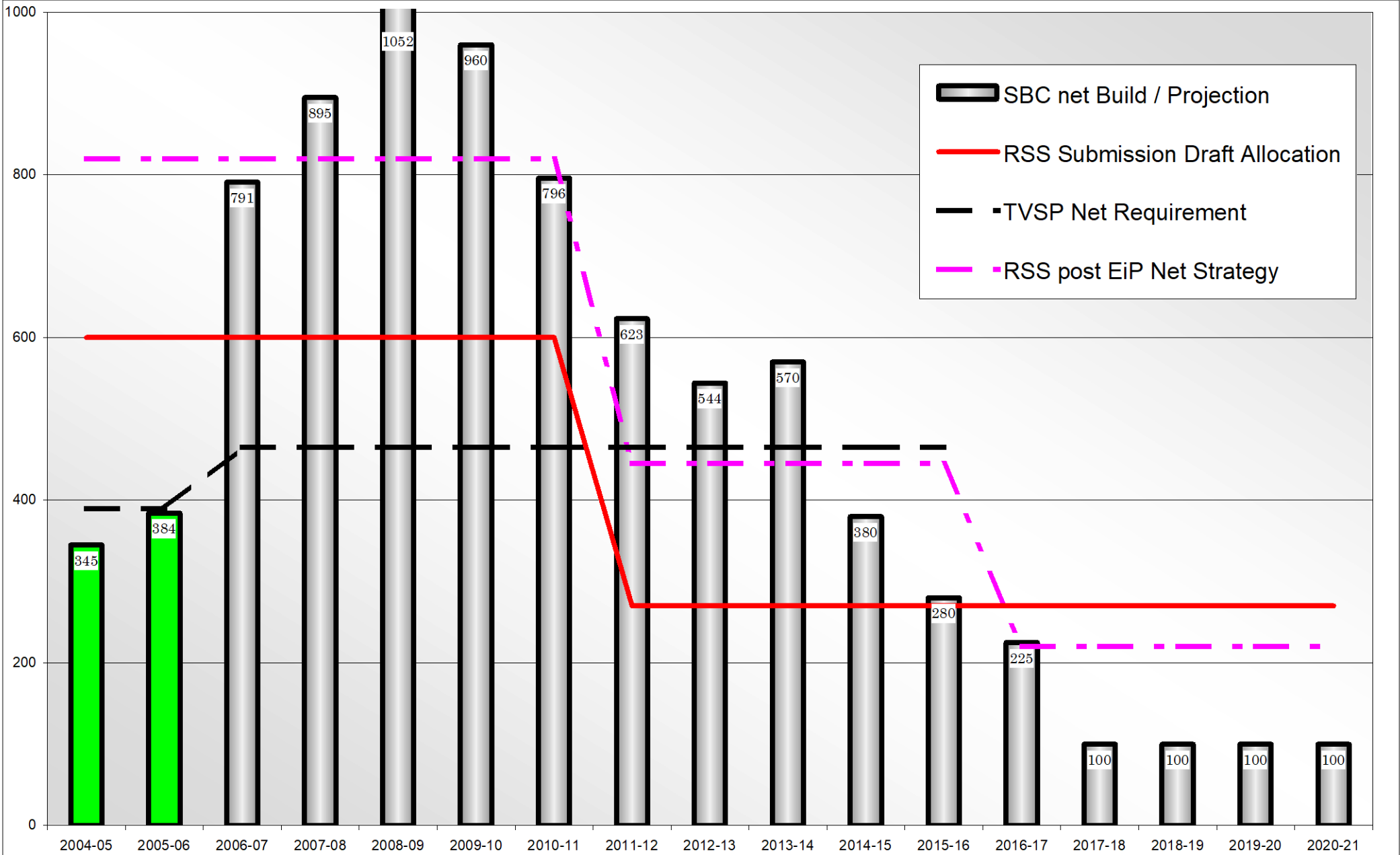
5.7   Local Services

Core Indicator:

- **Amount of completed retail, office and leisure development (gross internal floorspace in square metres):**

    A1 Uses   No completed Development
    B1 Uses   12,934 including Wynyard / Preston Farm
    D2 Uses   2,125 at Teesdale- Queens Campus

Core Indicator:

- **Amount of completed retail, office and leisure development in town centres (gross internal floorspace in square metres):**

    11,973 sq meters of retail development (A1 Foodstores) completed on Maritime Road, Stockton Town Centre. No leisure (D2) or office developments (B1) completed.

Retail Performance

Local Plan Alteration Number 1 was adopted in March 2006, bringing retail policies into line with Government Policy. [4]

Contained in this Alteration are policies designed to retain and promote vitality and viability of the Borough's retail centres, following new Government guidance. The pressure of out-of-town retail developments, including Teesside Park and Portrack Lane, has had a negative impact on existing town centres. The Alteration introduces a Retail Hierarchy, including Town Centres, District Centres, Local Centres and Neighbourhood Centres, where a suite of policies designed for each defined hierarchical centre will help to develop vitality and viability. Even though the recent development of Wellington Square has contributed to quality shopping in Stockton Town Centre, the defined retail centre continues to suffer from a high unit vacancy rate. The Alteration introduces Primary and Secondary shop frontages along the High Street, known as the Primary Retail Area. The Primary Shopping Frontage will now act as the core Retail (A1 use class) area. A new policy is in place to resist any change of use from A1 planning permission unless over 90% of the existing primary frontage has already A1 development approval. The secondary frontage must achieve a minimum of 60% A1 usage until the council would consider change of use applications. Changes of use to A1 within the primary retail area will enable the council to achieve the desired targets.

The Alteration Number 1 proposals map shows the boundaries for proposals to enable the re-development of Thornaby and Billingham District Retail Centres. These areas serve their local populations and workforce and in the case of Thornaby Town Centre, planning approval has been granted for a complete regeneration of the existing Thornaby District Centre. Land at Billingham District Centre has been allocated in the Alteration for a mixed-use development.

In the 04/05 Annual Monitoring Report Appendices, retail performance baseline data was published against the draft Alteration Number 1 Document. As policies have only been in place one month during the period reported in this report, it is too early to comment in detail on the performance of the new policies.

A March 2006 survey of Stockton Town Centre Primary Retail Area found that the Primary Shopping Frontage contained 87.8% A1 (retail) use class. 13.6% of this shopping frontage was found to be vacant. Secondary shopping frontage was found to include 52.6% A1 usage and 13.1% vacancy rates. The proportion of A1 uses in the Primary Shopping Frontage has risen 1.2% since September 2005.

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[4] Policies dealing with flood risk and the quality of ground and surface water were also included.

5.8 Open Spaces

> **Core Indicator**:
>
> - **Amount of eligible open spaces managed to Green Flag Award standard:**
>
>   **3 Parks in the Borough are managed to Green Flag award standard :**
>
>   1) Cowpen Bewley Country Park
>   2) Wynyard Woodland Park
>   3) Billingham Beck Valley Country Park

The Green Flag award standards were introduced in 1996 as a way of encouraging environmental improvements and setting a benchmark for the best green spaces in England and Wales. During 2005-06, Cowpen Bewley and Billingham Beck Valley Country Parks were re-awarded with the standard which is presently reviewed on an annual basis. In addition, Wynyard Woodlands Park has been awarded with the Green Flag standard, increasing the amount of open spaces with the standard from two to three parks. During January 2007, it is expected that two more parks will apply for the Green Standard, Ropner Park and Preston Park. They will be judged on their cleanliness, security and their community uses.

An open space audit has been completed (mid 2006). This Audit will provide essential baseline evidence including the total amount of open space across the Borough by different classifications, the accessibility and their conditions. This will inform the emerging Local Development Framework and in particular the Open Space and Landscaping Supplementary Planning Document.

5.9 Transport

Local Plan Objective: to maximise accessibility for all throughout the Borough

> **Core Indicator**:
>
> - **Amount of completed non-residential developments within Use Class Orders A, B and D complying with car-parking standards set out in the Local Development Framework:**
>
>   **100% of non-residential developments comply with parking and design standards as identified in PPG 13 and Policy GP1 of the Adopted Local Plan 1997.**

> **Core Indicator**:
>
> - **Amount of new residential development within 30 minutes public transport time of: a GP; a hospital; a primary school; a secondary school; areas of employment and a major retail center:**
>
>   **= 36% of all completions on sites over 10 dwellings are within 30 minutes public transport time of all requirements.**

The Council's Design Guidelines and Specifications (Residential and Industrial Estates Development) were revised in 1998. However, it has become increasingly evident that the imposition of a Borough wide design guide does not fully cater for the Borough's varying built environments (e.g. from the historic settlement patterns associated with areas such as Yarm to the more recent developments at Ingleby Barwick). The Council's Engineering and Transportation Service Group is therefore in the process of reviewing its accessibility and parking guidelines. These were published early in 2006 for consultation and will be adopted as a Supplementary Planning Document.

Table 14. Public Transport Times to the North Tees Hospital from major recent housing developments

	Major Housing Completion Site 05-06. Green or Brownfield Development?	Quickest public transport time to North Tees Hospital, using closest bus stop and peak time journey.
Urban Area	Former Stockton College, Hartburn	< 20 minutes
	Hamsterley Road, North Tees Hospital	< 5 minutes walk
	Ketton Road, Hardwick	< 10 minutes
	Mandale Redevelopment, Thornaby	Mandale area within 30 minutes of North Tees and Middlesbrough James Cook
	Talbot Street, Stockton	> 10 minutes
Suburbs	Hunters Green, Eaglescliffe	> 40 minutes
	Ingleby Barwick, Village 5	> 40 minutes
	Ingleby Barwick, Village 6	> 45 minutes
Rural Villages	Kirklevington, Village Infill	> 50 minutes
	Wynyard Estate	> 60 minutes

Any departures from the standards will be monitored, to provide essential baseline information for the core output indicator.

Focusing development within the urban areas of the Borough means that public transport routes should be more accessible, thereby providing the opportunity to use public transport and help to create more sustainable pattern of development. However, over the last year, only 36% of major new residential sites were within 30 minutes public transport time of hospital facilities. This is mainly as a result of development at Ingleby Barwick, in the south of the district, and Wynyard in the north west.

With regard to improving accessibility of – and accessibility to – the public transport network within the Borough, the following have been achieved:

- The railway station proposed at Green Lane, Yarm, has been opened. Yarm Station currently handles around 100,000 passenger movements per year;
- A major improvement scheme has been carried out at Thornaby Station, the Borough's key rail hub, with the result that passenger footfall at the station has increased from 215,000 in 2002/03 to nearly 360,000 in 2005/06;
- Bus 'Green Routes' – comprising the introduction of bus priority measures, low floor bus stops and upgraded passenger waiting facilities – have been introduced between Stockton and Billingham and between Stockton and Yarm;
- Bus stops on several other key routes have been upgraded to low floor specification (well over 30% of all stops within the Borough are now low floor compatible); and
- 100% effective coverage of the local bus fleet by CCTV cameras has been achieved, addressing some of the concerns regarding the personal safety of those using public transport.

Despite these achievements, both bus patronage and the geographical coverage of the local bus network within the Borough have continued to decline. In recognition of the need to address this long-term trend, the Council is working closely with its partner authorities within the sub-region, Tees Valley Regeneration, the Tees Valley Joint Strategy Unit and local transport providers to develop two major public transport initiatives – 'Connect Tees Valley' (designed to revitalise the bus network through a focused and coordinated programme of investment in infrastructure and vehicles) – and the Tees Valley Metro (designed to improve sub-regional accessibility by upgrading the existing Darlington to Saltburn heavy rail line to light rail operation). Major Scheme Business Cases for both schemes are due to be submitted to the Government Office for the North East and the Department for Transport in October 2006.

The Council has also been proactive in developing and extending the Borough's cycle route network. Key achievements include:

- Route 1 of the National Cycle Network (NCN) within the Borough has been completed;
- NCN Route 14 is now in place between the Hartlepool Borough Boundary, Billingham, Stockton town centre and Hartburn; and
- A number of important links in the local cycle network have been completed, including between Stockton town centre and Eaglescliffe, Ingleby Barwick and Thornaby.

Tables 15 and 16 below highlight the progress made since adoption of the Local Plan in June 1997. The red text highlights progress made since the publication of the 04/05 AMR.

Table 15. Progress made on proposed footpath and cycle routes

Footpath / Cycle route	Status
A footpath from Yarm to the Borough boundary along the South Bank of the Tees.	Not implemented to date
A footpath from Leven Bridge (at Low Lane, Yarm) to its junction with the Tees, then a combined footpath and cycle route along the East Bank of the Tees to the Thornaby Bypass Bridge.	Not implemented to date
A cycle route along the Southern Boundary of Eaglescliffe Golf Course	Not implemented to date
A combined footpath / cycle route on the West and North banks of the Tees from Preston Lane to the Barrage	Partially Complete
A footpath from the proposed Thornaby Bypass Bridge along the East bank of the Tees to Surtees Bridge	Partially Complete
A combined footpath / cycle route from Surtees Bridge (South bank) through Teesdale to the Barrage and the Borough boundary.	Partially Complete

Table 16. Progress made on the provision of new cycle routes

Footpath / Cycle route	Status
Surtees Bridge - Tees Bridge - Borough boundary (South bank of the River Tees);	Partially Complete
Surtees Bridge - Tees Barrage - Newport Bridge (North bank of the River Tees)	Largely Complete
Stockton Town Centre - Preston Farm - Ingleby Barwick (along Thornaby bypass) - Borough boundary	Complete
Letch Lane - North Tees Hospital - Newham Grange Park - Stockton Town Centre	Partially Complete
Thornaby bypass - River Tees (south bank) - Eaglescliffe	Not implemented to date
Ingleby Barwick - Bassleton Court - Airfield industrial estate - Thornaby Town Centre - Littleboy park	Largely Complete
Billingham Beck branch line - Tees Barrage, Stockton	Partially Complete
Long Newton - Marrick Road, Hartburn - Grangefield Park - Green Lane, Stockton	Partially Complete

A number of more traditional highway schemes have also been introduced since the adoption of the Local Plan, in recognition of the overarching priority of regeneration within the Borough.

Such schemes include:

- The South Stockton Link, designed to open up brownfield sites for redevelopment, improve access to Stockton town centre from the Strategic (i.e. Trunk) Road Network and provide a third access to Ingleby Barwick, one of the largest new housing developments in Western Europe;
- The A1046 Portrack Lane Dualling Scheme, also designed to open up brownfield sites for redevelopment and improve access to Stockton town centre from the Strategic Road Network; and
- The North Shore Gyratory, designed to cater for the predicted increase in traffic movements associated with the development of the Teesdale and North Shore major inward investment sites.

Although road-based, all three of the above schemes incorporate measures designed to encourage the use of more sustainable alternatives to the private car. For example, the South Stockton Link includes over 3 km of new footpath/cycleway, whilst the North Shore Gyratory includes a key section of Route 14 of the National Cycle Network.

The Council has also worked closely with the Highways Agency during development of the A66 Long Newton Interchange Scheme which, when complete, will provide a direct, high quality road link between Durham Tees Valley Airport and the Strategic Road Network. As well as accommodating the predicted increase in traffic movements associated with expansion of the Airport, the scheme will also improve local accessibility, both by re-establishing the direct bus link between Long Newton and Stockton removed in 2002 on road safety grounds and by extending National Cycle Route 14 westwards towards Darlington.

6   Key Findings of the Annual Monitoring Report

Stockton's second annual monitoring report sets out progress made in 2005/06 in meeting the targets set in the Local Development Scheme, and in implementing policy. This report has considered the core output indicators recommended by ODPM, in addition to looking at the progress of individual policies of the existing Local Plan.

The key findings drawn from this report are;

- Continuing need to establish local indicators, with associated targets, in order to monitor the Local Development Framework.
- Need to continue to improve existing and develop new monitoring systems, in order to meet the demands of the new planning system.
- Completion of on-going studies is vital to establish a more comprehensive evidence base.

- The housing trajectory shows that Stockton Borough has adequate land supplies to meet the RSS Submission Draft/Panel report recommendations for housing targets during the first part of the plan period, and beyond. Continuing to plan, monitor and manage housing development will be essential to considering future applications throughout the plan period. There is still room for improvement in the monitoring process.

7   Key Actions

Developing Indicators

A basket of indicators will continue development, to monitor the progress of the Local Development Framework against its objectives and targets. These will include:

- Core output indicators, as set out by ODPM in the Local Development Framework monitoring guidance.
- Regional indicators, as set out in the Regional Spatial Strategy, which will contribute towards showing how local plans and policies are instrumental in achieving regional objectives and targets.
- Local output indicators, which will monitor the Local Development Framework in relation to local objectives and targets. These will be developed over the next couple of years, as work on the Core strategy and Regeneration Development Plan Document progresses.

Establishing "fit for purpose" monitoring systems

There is still the need to continue refining monitoring systems, to ensure that

- The information required is recorded.
- The information is readily available in a format suitable for monitoring targets and indicators on an annual basis.
- Adequate resources are available to record and interpret the required information.

Development of the evidence base

Much of the evidence required to monitor the Local Development Framework already exists, and just needs to be brought into the monitoring system. However, the completion of a number of on-going studies will provide further baseline information against which progress can be monitored. These include:

- State of the Environment Study
- Open Space Audit
- Employment Land Study
- Local Housing Assessment
- Built Heritage Report

Housing Trajectory

Stockton Borough's supply of housing land is likely to be more than adequate to meet the targets set in the draft Regional Spatial Strategy, even if revised upwards as a result of the Examination in Public. Careful monitoring of the position in relation to planning permissions granted, completions and the timeframe for implementation of outstanding commitments will be needed. To assist with this, it is proposed to introduce the preparation of a biannual housing monitoring report.

The Local Development Scheme

As a consequence of the AMR and to take on board more recent issues, the Council's adopted Local Development Scheme will have to be revised to acknowledge : -

- The amended timetable in preparing the Regeneration Development Plan Document, and any "knock-on" effects on other DPDs
- Any masterplans / development briefs which require introduction as SPDs within the timescale.

8   Saved Policies

The Planning and Compulsory Purchase Act 2004 provides for the saving of policies in the adopted Local Plan for a period of 3 years from September 2004. These policies will expire unless the Secretary of State extends the life of these policies beyond that date. The Council needs to ask the Secretary of State to save a number of the old policies beyond September of next year.

The Act states that unless replaced by "new" policies, the "old " policies will be saved for 3 years from the commencement of the Act, or the date the Plan was adopted. Therefore, the policies adopted in March 2006, as part of the Local Plan Alteration No. 1 are valid until March 2009. These cover retail policies, and environmental polices dealing with development and flood risk, and protection of ground water and surface water disposal. However, the Council needs to consider whether policies, dealing with other types of development (such as industry, housing, and transport) should be saved.

The Council will need to demonstrate that the policies it wishes to save reflect the principles of local development frameworks, are consistent with national policy and that it is not feasible or desirable to replace them by 27 September 2007.

Appendix 1 sets out a submission list of policies, split into two distinct parts – those saved policies which the Council wish to extend beyond the 3 years saved period, and those which the Council do not wish to see saved beyond the 3 year period, together with reasons.

This schedule will be submitted to the Secretary of State, in order to reach agreement on which policies should be saved beyond September 2007, and which can be deleted.

Appendix 1

SCHEDULES OF SAVED AND DELETED POLICIES

Introduction

These schedules have been prepared in accordance with guidance contained within Planning Policy Statement 12: Local Development Frameworks (PPS12) and Creating Local Development Frameworks: A companion Guide to PPPS12.

Under the Planning and Compulsory Purchase Act 2004, unless expressly replaced by a "new" policy, "old" policies are saved for 3 years from whichever is the later of:

- the date of commencement of Section 38 of the Planning & Compulsory Purchase Act 2004 on 28th September 2004 or

- the date the plan was adopted or approved.

The Stockton-on-Tees Local Plan (SLP) was adopted in 1997 (a partial alteration was adopted in March 2006 but this was mainly limited in its scope to retail policy). This means that the date which Local Plan policies will be automatically saved to is 27th September 2007. Stockton Borough Council will bring forward new policies in Local Development Documents (LDDs) to replace the saved policies. This will be through the implementation of the Council's Local Development Scheme (LDS).

During the interim period, whilst LDDs are still being prepared, the Council considers that it will be desirable to save some of the SLP policies beyond the date to which they are automatically saved. In order to do this the Council has to seek the Secretary of State's (SoS) agreement to issue a direction to save policies beyond 27th September 2007.

The Department for Communities and Local Government has published a protocol to guide local planning authorities (LPAs) when seeking the SoS's agreement. This sets out that LPAs will need to demonstrate that the policies they wish to be saved reflect the principles of local development frameworks; are consistent with current national policy; and that it is not feasible or desirable to replace them by 27th September 2007. The protocol is published in full as an addendum to these schedules.

An assessment of whether policies in the SLP should be saved beyond 27th September 2007 has been undertaken against the criteria set out in paragraph 5.15 of PPS12. Each policy has been assessed against the 6 tests. The results are set out in the schedules. Schedule 1 consists of those policies the LPA wishes to extend beyond the 3 years saved period, with reasons. Schedule 2 consists of those policies the LPA does not wish to see saved beyond the 3 years saved period, with reasons. It should also be noted that some policies in the saved policies schedule contain references to policies in the deleted schedule.

Appendix 1a, Policies to be deleted

POLICIES AND PROPOSALS OF THE STOCKTON-ON-TEES LOCAL PLAN												
ASSESSMENT OF SUITABILITY FOR SAVED POLICIES / PROPOSALS												
SECTION: ENVIRONMENT			Tests for Saved Policies (from PPS12 para 5.15)									
Policy No	Policy Title	Propose	1	2	3	4	5	6	Comments	Policy that will substitute for the policy if deleted.	The DPD that will contain the policy's replacement.	The DPD adoption date.
EN 1(b)	Teesmouth & Cleveland Coast Special Protection Area and Ramsar Site	Delete	Y	Y	Y	N/a	N	N	Ramsar sites are provided statutory protection by both International and National policy, therefore this policy is not required.	PPS 9	Environment DPD 4	Oct. 2010
EN 3	Designating LNRs	Delete	N/a	N/a	N/a	N/a	N/a	N/a	The Local Nature Reserves proposed are now adopted, so policy EN2 now supersedes this. (Look to update this as there are more LNRs designated now)	N/a	Environment DPD 4	Oct. 2010
EN 6	Protected Species	Delete	Y	Y	Y	N/a	N	N	Offers no detail above that which is given in national statutory guidance.	PPS 9	Environment DPD 4	Oct. 2010
EN 10	Agricultural Land & Buildings	Delete	N	N	Y	N/a	N	N	Policy is redundant as merely repeats PPS 7, and regional guidance. Such areas of land are protected by the limits to development policy as well.	PPS 7	Environment DPD 4	Oct. 2010

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Policy No	Policy Title	Propose	1	2	3	4	5	6	Comments	Policy that will substitute for the policy if deleted.	The DPD that will contain the policy's replacement.	The DPD adoption date.
EN 13	Limits to Development	Delete the reference to Policy Tour 4.	Y	Y	Y	N/a	Y	Y	The policy integral to the control of development within the Borough but the reference to Policy Tour 4 should be removed as Tour 4 is proposed for deletion.	N/a	Environment DPD 4	Oct. 2010
EN 17 (e)	Site Allocations (Mixed Use)	Delete	Y	Y	Y	N/a	Y	Y	Part (e) – site completed.	N/a	N/a	N/a
EN 18	Derelict land reclamation in Urban area	Delete	Y	Y	Y	N/a	N	N	Policy repeats GP1, and the current national policy emphasis on PDL	PPG3, PPS 6, PPS1	N/a	N/a
EN 19	Derelict land reclamation outside the limits	Delete	Y	Y	Y	N/a	N	N	Again, policy repeats GP1, and EN 13	PPS7 GP1 EN 13	N/a	N/a
EN 21	Reuse of rural buildings for residential use	Delete	Y	Y	Y	N/a	N	N	Policy unnecessary as it merely repeats both GP1 and EN13, and offers nothing else specific within the criteria.	PPS 7 GP 1, EN 13	Environment DPD 4	Oct. 2010
EN 31	Protection from Pollution	Delete	Y	Y	Y	N/a	N	N	Policy merely repeats requirements in the Environmental impact assessment regulations, law and PPS23.	PPS 23	N/a	N/a
EN 32	Water & Sewerage Undertakings	Delete	Y	Y	Y	N/a	N	N	Policy repeats parts of GP1 and reflects statutory requirements for water and sewerage undertakers.	GP 1	N/a	N/a

Policy No	Policy Title	Propose	1	2	3	4	5	6	Comments	Policy that will substitute for the policy if deleted.	The DPD that will contain the policy's replacement.	The DPD adoption date.
EN 33	Agricultural Waste	Delete	Y	Y	Y	N/a	N	N	Policy Repeats GP1, and development of this kind would require an EIA to be carried out.	PPS 7 GP 1	N/a	N/a
EN 34	Contaminated Land	Delete	Y	Y	Y	N/a	N	N	Policy repeats national guidance updated in PPS23 and the requirement for an EIA.	PPS 23	N/a	N/a
EN 35	Development in the vicinity of contaminated land	Delete	Y	Y	Y	N/a	N	N	Policy repeats national guidance updated in PPS23 and the requirement for an EIA.	PPS 23	N/a	N/a
EN36 (i)	New Hazardous Development	Delete	Y	Y	Y	N/a	Y	Y	Criteria (i) of the policy is signposted by policies IND6 & IND7	N/a	N/a	N/a
EN 41	Release and transmission of renewable energy	Delete	Y	Y	Y	N/a	Y	Y	The policy was introduced to facilitate the energy from waste plant at Haverton Hill. This has now been implemented. Parts (i) and (iii) repeat policy GP1. Part (ii) is signposted by policies EN1, EN4, EN7, EN8, EN9, EN10 and EN14.	N/a	Environment DPD4	October 2010

	POLICIES AND PROPOSALS OF THE STOCKTON-ON-TEES LOCAL PLAN												
	ASSESSMENT OF SUITABILITY FOR SAVED POLICIES / PROPOSALS												
SECTION: INDUSTRY			Tests for Saved Policies (from PPS12 para 5.15)										
Policy No	Policy Title	Propose	1	2	3	4	5	6	Comments	Policy framework that will substitute for the policy if deleted.	The DPD that will contain the policy's replacement.	The DPD adoption date.
IN8	Industrial activity out with the use classes order.	Delete	N/a	N/a	N/a	N/a	N/a	N	Repetition of policy.	Policy GP1 and PPS1.	Regeneration DPD2	August 2009
IN9	Conversion of buildings for B1 uses in residential / commercial areas.	Delete	N/a	N/a	N/a	N/a	N/a	N	Repetition of policy.	PPG4 paragraph 32 – 34.	Regeneration DPD2	August 2009
IN11	Community Training advice centre – Richard Hind School	Delete.	N/a	N/a	N/a	N/a	N/a	N/a	Policy objective completed. No longer required.	N/a	N/a	N/a
IN12	Enterprise Centre at St James Community Centre.	Delete.	N/a	N/a	N/a	N/a	N/a	N/a	Policy objective completed. No longer required.	N/a	N/a	N/a
IN13	Workshop units at five lamps. Thornaby Community Centre.	Delete.	N/a	N/a	N/a	N/a	N/a	N/a	Policy objective completed. No longer required.	N/a	N/a	N/a
IN14	Environmental Measures within Industrial Estates.	Delete.	N/a	N/a	N/a	N/a	N/a	N/a	These measures were to be undertaken by the now defunct City Challenge. Policy no longer relevant.	N/a	N/a	N/a
IN15	Layout and Arrangement	Delete.	N/a	N/a	N/a	N/a	N/a	N	Repeats advice in policy GP1 and PPS1.	Policy GP1 and PPS1.	Core Strategy DPD1	June 2009

Policy No	Policy Title	Propose	1	2	3	4	5	6	Comments	Policy framework that will substitute for the policy if deleted.	The DPD that will contain the policy's replacement.	The DPD adoption date.
IN16	Telecommunications.	Delete.	N/a	N/a	N/a	N/a	N/a	N	Repeats advice in PPG8.	PPG8 provides advice on siting and design of Telecom equipment.	Regeneration DPD2	August 2009

POLICIES AND PROPOSALS OF THE STOCKTON-ON-TEES LOCAL PLAN												
ASSESSMENT OF SUITABILITY FOR SAVED POLICIES / PROPOSALS												
SECTION: TOURISM			Tests for Saved Policies (from PPS12 para 5.15)									
Policy No	Policy Title	Propose	1	2	3	4	5	6	Comments	Policy framework that will substitute for the policy if deleted.	The DPD that will contain the policy's replacement.	The DPD adoption date.
TOUR 1	Preston park	Delete	N	Y	Y	N/a	N	N	Preston Park is a regional tourist attraction, however the policy repeats the tests of GP1, and has no clear strategy as to what development is permitted. Therefore any development is subject to GP1, rendering the policy superfluous.	GP1, EN26, En27, EN28, EN30, PPG15	Regeneration DPD	Aug 2009

Policy No	Policy Title	Propose	1	2	3	4	5	6	Comments	Policy framework that will substitute for the policy if deleted.	The DPD that will contain the policy's replacement.	The DPD adoption date.
TOUR 2	Castlegate Quay	Delete	Y	Y	Y	N/a	Y	Y	The development of a tourist facility at Castlegate Quay will attract people to the centre and promote the river, leisure and tourism. However the development has been completed and therefore the policy is superfluous.	N/a	N/a	N/a
TOUR 3	Conversion of buildings outside Limit to Development to hotel	Delete	N	Y	Y	N/a	Y	Y	This policy merely signposts another policy in the Local Plan and therefore has no clear purpose of its own. It is unnecessary and should be deleted.	EN20, PPS7, GP1	Environment DPD4	October 2010
TOUR 4	Guest accommodation	Delete				N/a		N	This policy has no clear purpose, and repeats the tests of Policy GP1, and is therefore unnecessary.	GP1	Environment DPD4	October 2010

	POLICIES AND PROPOSALS OF THE STOCKTON-ON-TEES LOCAL PLAN											
	ASSESSMENT OF SUITABILITY FOR SAVED POLICIES / PROPOSALS											
SECTION: HOUSING			Tests for Saved Policies (from PPS12 para 5.15)									
Policy No	Policy Title	Propose	1	2	3	4	5	6	Comments	Policy framework that will substitute for the policy if deleted.	The DPD that will contain the policy's replacement.	The DPD adoption date.
H0 1	Existing Commitments	Delete	N/a	N/a	N/a	N/a	N/a	N/a	The policy re-affirms existing commitments all of which are now either complete or nearly complete. The policy does not therefore fulfil any continuing purpose.	N/a	Regeneration DPD2	Aug 2009
H0 2	New Allocations	Delete	Y	N	N	NA	NA	N	The policy passes test 1. There is a clear central strategy of guiding development to within development limits. However, all of the allocations are now either developed or under construction. No purpose therefore, is served by retaining the policy.	N/a	Regeneration DPD2	Aug 2009

Policy No	Policy Title	Propose	1	2	3	4	5	6	Comments	Policy framework that will substitute for the policy if deleted.	The DPD that will contain the policy's replacement.	The DPD adoption date.
H0 5	Low Cost Housing	Delete	N	N	N	N/a	N/a	N	The policy allows the development of "low-cost" housing adjacent to the limits to development subject to meeting the criteria set out. This does not conform to the national guidance (see Annex B of PPG3) which restricts such development to "rural exception sites" i.e. within or immediately adjacent to rural villages rather than simply adjacent to the limits to development.	Annex B of PPG3	N/a	N/a
H0 7	Gypsies	Delete	N	N	N	N/a	N/a	Y	The policy fails test 1. There is no clear central strategy to that informs proposals for gypsy sites. The policy also fails test 2. There is no reference to meeting the accommodation needs of gypsies in the Community Strategy. Although there is no reference to meeting the needs of gypsies in RSS Submission Draft (June 2005) the issue is addressed in the proposed modified text to RSS	Circular 01/06 (ODPM): Planning for Gypsy and Traveller Caravan Sites. The emerging Regional Spatial Strategy for the North East	Regeneration DPD2	Aug 2009

									Policy 31 in the EIP Panel Report. However, Policy H0 7 is inconsistent with emerging RSS Policy 31 and therefore, also fails test 3. The policy should therefore be deleted. The Council has scheduled the adoption of Core Strategy for June 2009. This will include a policy dealing with the provision of sites for the gypsy and traveller community. In the interim period reliance will be placed on the most recent national guidance and the emerging RSS.			
H0 9	Local Authority Housing	Delete	N/a	N/a	N/a	N/a	N/a	N	The policy states that a renewal area will be designated at North Thornaby. It then sets out some of the elements of schemes that were due to be implemented. The policy is not therefore, consistent with the guidance in PPS12 (para 2.28) that policies should set out the criteria against which planning applications for the development and use of land and buildings will be considered. It should therefore, be deleted	N/a	N/a	N/a

Policy No	Policy Title	Propose	1	2	3	4	5	6	Comments	Policy framework that will substitute for the policy if deleted.	The DPD that will contain the policy's replacement.	The DPD adoption date.
H0 10	City Challenge	Delete	NA	NA	NA	NA	NA	N	The policy states that regeneration schemes will be implemented within the area of the City Challenge initiative (which has now been wound up). The policy is not therefore, consistent with the guidance in PPS12 (para 2.28) that policies should set out the criteria against which planning applications for the development and use of land and buildings will be considered. It should therefore, be deleted	N/a	N/a	N/a

SECTION: COMMUNITY FACILITIES			Tests for Saved Policies (from PPS12 para 5.15)									
Policy No	Policy Title	Propose	1	2	3	4	5	6	Comments	Policy framework that will substitute for the policy if deleted.	The DPD that will contain the policy's replacement.	The DPD adoption date.
COMM1 (a) (c)	Childcare	Delete	Y	Y	Y	N/a	Y	Y	Allocation of sites for childcare. Allocations (a) and (c) have been implemented.	N/a	N/a	N/a
COMM2	Doctor's Surgery	Delete	Y	Y	Y	N/a	Y	Y	Allocation of site - completed	N/a	N/a	N/a
COMM3	Community uses at Ingleby Barwick	Delete	Y	Y	Y	N/a	Y	Y	Allocation of sites - completed	N/a	N/a	N/a
ED1	Ingleby Barwick School	Delete	Y	Y	Y	N/a	Y	Y	Allocation of site - completed	No substitution necessary	N/a	N/a
ED2	Primary Schools in Ingleby Barwick	Delete	Y	Y	Y	N/a	Y	Y	Allocation of sites - completed	No substitution necessary	N/a	N/a
ED3	Secondary School at Ingleby Barwick	Delete	Y	Y	Y	N/a	Y	Y	Allocation of site - completed	No substitution necessary	N/a	N/a

SECTION: RECREATION			Tests for Saved Policies (from PPS12 para 5.15)						Comments	Policy framework that will substitute for the policy if deleted.	The DPD that will contain the policy's replacement.	The DPD adoption date.
Policy No	Policy Title	Propose	1	2	3	4	5	6				
REC 2	Equipped play area allocation	Delete	Y	Y	Y	N/a	Y	Y	Policy allocates a site for children's equipped play area – promoting healthy lifestyle and local leisure and recreation facilities. Site has been developed and is operational so there is no need to retain this policy.	N/a	N/a	N/a
REC 3	Environmental improvement in parks	Delete	Y	Y	Y	N/a	Y	Y	Policy commits the Council to environmental improvements in three public parks – promoting safer communities, local distinctiveness and access to leisure and recreation. However, sites have been developed and are operational so there is no need to retain this policy.	N/a	N/a	N/a

Policy No	Policy Title	Propose	1	2	3	4	5	6	Comments	Policy framework that will substitute for the policy if deleted.	The DPD that will contain the policy's replacement.	The DPD adoption date.
REC 4	Ingleby Barwick park	Delete	Y	Y	Y	N/a	Y	Y	Policy allocates a site for a park – promoting healthy lifestyle and local leisure and recreation facilities. Site has been developed and is operational so there is no need to retain this policy.	N/a	N/a	N/a
REC 5	Cowpen Bewley wildlife park	Delete	Y	Y	Y	N/a	Y	Y	Policy allocates a site for a wildlife park – promoting healthy lifestyle and local leisure and recreation facilities, and nature conservation Site has been developed and is operational so there is no need to retain this policy.	N/a	N/a	N/a

Policy No	Policy Title	Propose	1	2	3	4	5	6	Comments	Policy framework that will substitute for the policy if deleted.	The DPD that will contain the policy's replacement.	The DPD adoption date.
REC 6	Stillington Nature Park	Delete	Y	Y	Y	N/a	Y	Y	Policy allocates a site for a wildlife park on recycled land – promoting healthy lifestyle and local leisure and recreation facilities, and nature conservation Site has been developed and is operational so there is no need to retain this policy.	N/a	N/a	N/a
REC 7	Castle Eden Walkway extension	Delete	Y	Y	Y	N/a	Y	Y	Policy allocates a countryside walkway extension linking residential areas to the open countryside – promoting healthy lifestyle and local leisure and recreation facilities, and nature conservation Site has been developed and is operational so there is no need to retain this policy.	N/a	N/a	N/a

Policy No	Policy Title	Propose	1	2	3	4	5	6	Comments	Policy framework that will substitute for the policy if deleted.	The DPD that will contain the policy's replacement.	The DPD adoption date.
REC 9	Outdoor leisure in the Green Wedge	Delete	Y	Y	Y	N/a	Y	X	Policy sets out tests for development in the green wedge to protect it from inappropriate development. However, the tests repeat other policies in the Local Plan and PPS7 guidance and it therefore superfluous.	GP1, EN10, PPS7	Environment DPD4	October 2010
REC 10	Public rights of way	Delete	Y	Y	Y	N/a		X	The Policy sets out the Council's stance in development that affects a public right of way. This is already covered elsewhere in policy GP1, and therefore this Policy is superfluous. There is also no clear strategy to the policy and it is somewhat pointless.	GP1		

Policy No	Policy Title	Propose	1	2	3	4	5	6	Comments	Policy framework that will substitute for the policy if deleted.	The DPD that will contain the policy's replacement.	The DPD adoption date.
REC 12	Canoe slalom and associated development	Delete	Y	Y	Y	N/a	Y	Y	The policy identifies a site for a number of leisure and recreation uses. These provide access to the river and promote the use of the river as a tourist attraction and access to leisure and recreation. However, this has been implemented and therefore there is no longer a need to retain the policy.	N/a	N/a	N/a
REC 14	Overnight moorings	Delete	Y	Y	Y	N/a	Y	N	Policy is in 2 parts – first some allocated sites, and second some tests. The allocated sites have been developed and completed, so the policy is redundant. The tests for new moorings are repeated in REC15, and also in GP1 so there is no need to retain that part either.	Tests for new moorings will be considered against Policy GP1	Regeneration DPD2 / Yarm and Eaglescliffe Area Action Plan DPD3	June 2009

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Policy No	Policy Title	Propose	1	2	3	4	5	6	Comments	Policy framework that will substitute for the policy if deleted.	The DPD that will contain the policy's replacement.	The DPD adoption date.
REC 15	New overnight moorings	Delete	Y	Y	Y	N/a	Y	N	Policy sets tests for mooring points, promoting the use of the river for leisure and recreation. However, the policy repeats the tests in Policy GP1 and is therefore superfluous.	GP1	As above	As above
REC 17 (b), (d), (f), (i),	Public landing points	Delete	Y	Y	Y	N/a	Y	Y	Policy identifies sites for landing points which will assist in regenerating riverside sites, and also in promoting the river as a place for recreation and leisure. Some sites have been completed, but some have not. Therefore it is proposed to delete (b), (d), (f), (i), and keep (a), (c), (e) , (g) (h).	N/a	N/a	N/a

Policy No	Policy Title	Propose	1	2	3	4	5	6	Comments	Policy framework that will substitute for the policy if deleted.	The DPD that will contain the policy's replacement.	The DPD adoption date.
REC 18 (b)	Slipways	Delete	Y	Y	N/a	Y	Y	Y	Policy identifies sites for slipways which will assist in regenerating riverside sites, and also in promoting the river as a place for recreation and leisure. Some sites have been completed, but some have not. Therefore it is proposed to keep (a) and delete (b)	N/a	N/a	N/a

SECTION: TRANSPORT			Tests for Saved Policies (from PPS12 para 5.15)						Comments	Policy framework that will substitute for the policy if deleted.	The DPD that will contain the policy's replacement.	The DPD adoption date.
Policy No	Policy Title	Propose	1	2	3	4	5	6				
TR1 (a)	Pedestrian bridges	Delete	Y	Y	Y	N/a	Y	Y	Policy TR1 identifies two sites for pedestrian bridges to promote sustainable traffic between key regeneration sites. Millennium Bridge has been completed and is operational. TR1 (a) is therefore no longer required.	N/a	Regeneration DPD2	June 2009
TR2	Hardwick traffic calming	Delete	Y	Y	Y	N/a	Y	Y	This policy sets out a commitment to install traffic calming measures in Hardwick. The traffic calming has been completed and therefore the policy can be deleted	N/a	N/a	N/a

Policy No	Policy Title	Propose	1	2	3	4	5	6	Comments	Policy framework that will substitute for the policy if deleted.	The DPD that will contain the policy's replacement.	The DPD adoption date.
TR3	Cycle routes	Delete	N			N/a			The policy sets out the Council's commitment to maintaining the cycle routes, however there are no tests or time commitments, and therefore there is no clear strategy for this Policy. The Council is satisfied that public rights of way will be maintained regardless of the presence or otherwise of this policy and therefore it is superfluous.	N/a	N/a	N/a
TR5	Provision for cyclists	Delete	Y	Y	Y	N/a	Y	N	The policy is intended to ensure that appropriate measures are taken to facilitate cyclists to promote healthy lifestyle, safe and sustainable transport. However, PPG13 Transport sets out the requirement for cycle routes to, from and within developments and this policy merely repeats that guidance.	PPG13	Regeneration DPD2	June 2009

Policy No	Policy Title	Propose	1	2	3	4	5	6	Comments	Policy framework that will substitute for the policy if deleted.	The DPD that will contain the policy's replacement.	The DPD adoption date.
TR6	Cycle parking	Delete	Y	Y	Y	N/a	Y	N	The policy is intended to ensure that appropriate measures are taken to facilitate cycle parking to promote healthy lifestyle, safe and sustainable transport. However, PPG13 Transport sets out the requirement for cycles within developments and this policy merely repeats that guidance. Therefore it may be deleted.	PPG13	Regeneration DPD2	June 2009
TR7	Disability access	Delete	Y	Y	Y	N/a	Y	N	The policy requires developments to be disability-friendly. However the introduction of the Disability Discrimination Act carries greater weight and renders the Policy redundant. Therefore it may be deleted.	DDA Legislation	Regeneration DPD2	June 2009

Policy No	Policy Title	Propose	1	2	3	4	5	6	Comments	Policy framework that will substitute for the policy if deleted.	The DPD that will contain the policy's replacement.	The DPD adoption date.
TR9	Bus service in new development	Delete	Y	Y	Y	N/a	Y	N	Policy promotes the use of bus services in new developments. This policy repeats advice in PPG13. therefore there is no need to retain this policy.	PPG13 Transport, PPG3 Housing, Highway Design and Specification (SBC),	Regeneration DPD2	
TR10	New railway station	Delete	Y	Y	Y	N/a	Y	Y	This policy allocates land for a new railway station which promotes the use of public transport and reduces the reliance on the private car. However the station has been completed and is operation so the policy has been implemented in full and is therefore no longer necessary	N/a	N/a	
TR12 (a)	Trunk road improvements	Delete	Y	Y	Y	N/a	Y	Y	The policy identifies some trunk Roads that are to be improved. One of the two schemes has been implemented (part (a) of the policy) and therefore it should be deleted.	N/a	N/a	

Policy No	Policy Title	Propose	1	2	3	4	5	6	Comments	Policy framework that will substitute for the policy if deleted.	The DPD that will contain the policy's replacement.	The DPD adoption date.
TR13 (b) (c)	Highway improvements	Delete	Y	Y	Y	N/a	Y	Y	The policy identifies some trunk Roads that are to be improved. Two of the four schemes have been implemented and therefore they should be deleted, but the commitment to the other two should remain.	N/a	N/a	
TR14	Roadside service stations	Delete	Y	Y	N	N/a	Y	Y	Policy sets the tests for new roadside service stations, however the policy predates PPS6 upon which Alteration Number One is based. Alteration 1 contains more up to date policies regarding out of centre retail and petrol filling stations and supersedes this policy. The design aspects of this policy are repetitions of Policy GP1, and therefore this policy is superfluous.	Policy GP1, Policy S21 of Alteration Number One	N/a	N/a

Policy No	Policy Title	Propose	1	2	3	4	5	6	Comments	Policy framework that will substitute for the policy if deleted.	The DPD that will contain the policy's replacement.	The DPD adoption date.
TR17	Multi-storey parking allocation	Delete	Y	Y	Y	N/a	Y	Y	This policy allocates land for a multi storey car park. The car park is completed and operation and therefore the policy is superfluous and should be deleted.	N/a	N/a	N/a

Appendix 1b, Policies to be Saved

POLICIES AND PROPOSALS OF THE STOCKTON-ON-TEES LOCAL PLAN												
ASSESSMENT OF SUITABILITY FOR SAVED POLICIES / PROPOSALS												
SECTION: INTRODUCTION			**Tests for Saved Policies (from PPS12 para 5.15)**									
Policy No	**Policy Title**	**Propose**	**1**	**2**	**3**	**4**	**5**	**6**	**Comments**	**Policy framework that will substitute for the policy if deleted.**	**The DPD that will contain the policy's replacement.**	**The DPD adoption date.**
GP 1	Proposals for Development	Save	Y	Y	Y	N/a	Y	Y	The policy is generic and cross-cutting. This means that it has general utility across a number of Local Plan sections.	N/a	Core Strategy DPD1	June 2009.

SECTION: ENVIRONMENT			Tests for Saved Policies (from PPS12 para 5.15)									
Policy No	Policy Title	Propose	1	2	3	4	5	6	Comments	Policy framework that will substitute for the policy if deleted	The DPD that will contain the policy's replacement.	The DPD adoption date.
EN 1(a)	Sites of Special Scientific Interest	Save	Y	Y	Y	N/a	Y	Y	Continuing protection of the local SSSI not within a designated European site	N/a	Environment DPD4	October 2010
EN 2	Local Nature Reserves (LNR)	Save	Y	Y	Y	N/a	Y	Y	Continued protection of the LNR from inappropriate development.	N/a	Environment DPD4	October 2010
EN 4	Sites of Nature Conservation Importance (SNCI)	Save	Y	Y	Y	N/a	Y	Y	Criteria based policy for locally designated sites not covered in national planning policy.	N/a	Environment DPD4	October 2010
EN 5	Land Adjoining North Tees Works	Save	Y	Y	Y	N/a	Y	Y	Offers protection to the SNCI from development relating to policies IN 5 & IN 6	N/a	Environment DPD4	October 2010
EN 7	Special Landscape Areas	Save	Y	Y	Y	N/a	Y	Y	The policy is locally specific, and offers protection to local special landscape areas.	N/a	Environment DPD4	October 2010

Policy No	Policy Title	Propose	1	2	3	4	5	6	Comments	Policy framework that will substitute for the policy if deleted	The DPD that will contain the policy's replacement.	The DPD adoption date.
EN 8	Ancient Woodland	Save	Y	Y	Y	N/a	Y	N	This policy has a central strategy of protecting the Borough's ancient woodland, has regard to the community strategy in improving the environment, and is consistent with the RSS, though there is some repetition of policy (esp. PPS9).	N/a	Environment DPD4	October 2010
EN 9	Wynyard Park/ Historic Parks	Save	Y	Y	Y	N/a	Y	Y	Policy also applies to Ropner Park, policy in line with national guidance and has an SPD link as well.	N/a	Environment DPD4	October 2010
EN 11	Cleveland Community Forest (now Tees Forest)	Save	Y	Y	Y	N/a	Y	Y	Policy enables enhancement of the community forest through appropriate use of S106 agreements.	N/a	Environment DPD4	October 2010
EN 12	International Nature Reserve	Save	Y	Y	Y	N/a	Y	Y	Policy linked to EN 1(a) concerning the SSSI area of an International Nature Reserve	N/a	Environment DPD4	October 2010
EN 13	Limits to Development	Save	Y	Y	Y	N/a	Y	Y	Policy integral to the control of development within the Borough	N/a	Environment DPD4	October 2010
EN 14	Green Wedges	Save	**Y**	**Y**	**Y**	N/a	Y	Y	Important policy that maintains the separation of communities within the built up area and improve the appearance of the Borough.	N/a	Environment DPD4	October 2010

Policy No	Policy Title	Propose	1	2	3	4	5	6	Comments	Policy framework that will substitute for the policy if deleted	The DPD that will contain the policy's replacement.	The DPD adoption date.
EN 15	Urban Open Space	Save	**Y**	**Y**	**Y**	N/a	Y	Y	Policy offers protection, and possibly enhancement, of open space within the Borough. It reflects both 'improving the environment' and people's 'quality of life' themes in the community strategy	N/a	Environment DPD4	October 2010
EN 16	Land allocation (Crosby Sarek)	Save	Y	N	N	N/a	Y	Y	Although this policy does not meet all the tests, it is purely a land allocation, and since there is no planning permission granted as yet, the policy should be retained.	N/a	Regeneration DPD2	August 2009
EN 17 (a) (b) (c) (d) (f)	Site Allocations (Mixed Use)	Save	Y	Y	Y	N/a	Y	Y	Parts (a) and (d) – development not started. Part (c) – linked to an SPD Parts (b) and (f) – partially developed.	N/a	N/a	N/a
EN 20	Reuse of rural buildings	Save	Y	Y	Y	N/a	Y	Y	Policy outlines in detail how the Borough's rural buildings should be converted, adapted, or reused.	N/a	Environment DPD4	October 2010
EN 22	Conservation Area boundary reviews	Save	Y	Y	Y	N/a	Y	Y	All conservation area policies to be retained as they are soon to be supported by an SPD.	N/a	N/a	N/a

| EN 23 | Conservation Area appraisals and management plans | Save | Y | Y | Y | N/a | Y | Y | All conservation area policies to be retained as they are soon to be supported by an SPD. | N/a | N/a | N/a |

Policy No	Policy Title	Propose	1	2	3	4	5	6	Comments	Policy framework that will substitute for the policy if deleted	The DPD that will contain the policy's replacement.	The DPD adoption date.
EN 24	New development in Conservation Areas	Save	Y	Y	Y	N/a	Y	Y	All conservation area policies to be retained as they are soon to be supported by an SPD.	N/a	N/a	N/a
EN 25	New development in Conservation Areas	Save	Y	Y	Y	N/a	Y	Y	All conservation area policies to be retained as they are soon to be supported by an SPD.	N/a	Environment DPD4	October 2010
EN 26	Listed Buildings	Save	Y	Y	Y	N/a	Y	Y	All conservation area policies to be retained as they are soon to be supported by an SPD.	N/a	Environment DPD4	October 2010
EN 27	Listed Buildings	Save	Y	Y	Y	N/a	Y	Y	All conservation area policies to be retained as they are soon to be supported by an SPD.	N/a	Environment DPD4	October 2010
EN 28	Listed Buildings	Save	Y	Y	Y	N/a	Y	Y	All conservation area policies to be retained as they are soon to be supported by an SPD.	N/a	Environment DPD4	October 2010
EN 29	Sites of Archaeological Interest	Save	Y	Y	Y	N/a	Y	Y	All conservation area policies to be retained as they are soon to be supported by an SPD.	N/a	Environment DPD4	October 2010
EN 30	Sites of Archaeological Interest	Save	Y	Y	Y	N/a	Y	Y	All conservation area policies to be retained as they are soon to be supported by an SPD.	N/a	Environment DPD4	October 2010

Policy No	Policy Title	Propose	1	2	3	4	5	6	Comments	Policy framework that will substitute for the policy if deleted	The DPD that will contain the policy's replacement.	The DPD adoption date.
EN 36 (ii) (iii)	New Hazardous Development	Save	Y	Y	Y	N/a	Y	Y	Criteria (i) is signposted by IN6 and IND7 but Development Control officers state that criteria (ii) and (iii) have significant continuing utility and that there is not an alternative policy framework that could substitute for it.	N/a	N/a	N/a
EN 37	Expansion of hazardous installations	Save	Y	Y	Y	N/a	Y	Y	Development Control officers state that the policy has significant continuing utility and that there is not an alternative policy framework that could substitute for it.	N/a	N/a	N/a
EN 38	Residential development near a hazardous installation	Save	Y	Y	Y	N/a	N	N	As above.	PPS 23	N/a	N/a
EN 39	Industrial or commercial development near a hazardous installation	Save	Y	Y	Y	N/a	N	N	As above.	PPS 23 PPG 4	N/a	N/a
EN 40	Storage and use of hazardous substances	Save	Y	Y	Y	N/a	N	N	As above.	PPS 10	N/a	N/a

EN 42	Wind Turbines in the open countryside	Save	Y	Y	Y	N/a	Y	Y	Retain this policy as it promotes renewable energy, supporting the government's current emphasis on this type of development.	N/a	Environment DPD4	October 2010

SECTION: INDUSTRY			Tests for Saved Policies (from PPS12 para 5.15)									
Policy No	Policy Title	Propose	1	2	3	4	5	6	Comments	Policy framework that will substitute for the policy if deleted.	The DPD that will contain the policy's replacement.	The DPD adoption date.
IN1	Business & General Industry.	Save	Y	Y	Y	N/a	Y	Y	Policies cover the Borough's employment allocations & are therefore not a repetition of policy. Strategy involves maintaining supply of land to encourage investment. This strategy accords with draft RSS and the community strategy.	N/a	Regeneration DPD 2.	August 2009.
IN2	Allocations for general industry storage and distribution.	Save	Y	Y	Y	N/a	Y	Y		N/a	Regeneration DPD 2.	August 2009.
IN3	Port Related	Save	Y	Y	Y	N/a	Y	Y		N/a	Regeneration DPD 2.	August 2009.
IN4	Prestige Sites	Save	Y	Y	Y	N/a	Y	Y		N/a	Regeneration DPD 2.	August 2009.
IN5	Potentially Polluting or Hazardous Industrial Uses	Save	Y	Y	Y	N/a	Y	Y		N/a	Regeneration DPD 2.	August 2009.
IN6	Hazardous Installations	Save	Y	Y	Y	N/a	Y	Y		N/a	Regeneration DPD 2.	August 2009.
IN7	ICI Process Plant.	Save	Y	Y	Y	N/a	Y	Y		N/a	Regeneration DPD 2.	August 2009.

Policy No	Policy Title	Propose	1	2	3	4	5	6	Comments	Policy framework that will substitute for the policy if deleted.	The DPD that will contain the policy's replacement.	The DPD adoption date.
IN10	Alternative uses within existing / proposed industrial land.	Save	N/a	N/a	N/a	N/a	N/a	Y	Policy interprets guidance and provides criteria as to when other uses are appropriate. Links all other tests are tenuous.	N/a	N/a	N/a

SECTION: HOUSING			Tests for Saved Policies (from PPS12 para 5.15)									
Policy No	Policy Title	Propose	1	2	3	4	5	6	Comments	Policy framework that will substitute for the policy if deleted.	The DPD that will contain the policy's replacement.	The DPD adoption date.
H0 3	Development on Unallocated Sites	Save	Y	N	N	N/a	N/a	Y	The policy passes test 1. There is a clear central strategy of guiding development to within development limits. The policy fails test 3. It is not in conformity with the priority given in Policy 3 of the emerging Regional Spatial Strategy to previously-developed sites and buildings. However, experience has shown that the Council's Development Control service are able to implement this policy with full	N/a	Regeneration DPD2	August 2009

								regard to this aspect of more recent national guidance (PPG3) and the emerging RSS. It is therefore, considered that it should be retained as the alternative would be a policy vacuum which would be unacceptable.			
H0 4	Affordable Housing	Save	Y	Y	Y	N/a	Y	Y	The policy passes test 1. There is a clear central strategy of meeting the need for affordable housing. The policy also passes test 2. "Increase the supply of affordable housing" is a key performance target in the Community Strategy.	N/a	Regeneration DPD2	August 2009
H0 6	Residential Conversions	Save	Y	Y	Y	N/a	Y	Y	The policy passes test 1. There is a clear central strategy of guiding development to within development limits. The policy also passes test 3 as it is in conformity with the priority given in Policy 3 of the emerging Regional Spatial Strategy to previously-developed sites and buildings.	N/a	Regeneration DPD2	August 2009
H0 8	Housing for Special Needs	Save	Y	Y	Y	N/a	N/a	Y	The policy passes test 1. There is a clear central strategy of focussing this new care homes in residential areas that are accessible to local services. The policy passes test 2. *Improving housing and*	N/a	Regeneration DPD2	August 2009

									support for vulnerable and older people is a sub-theme of the *Improving housing quality and choice* theme in the Community Strategy. The policy requires updating as special needs is a broader policy area than residential institutions. For example, the policy does not encourage developers to construct dwellings to the "Lifetime Homes" standards developed by the Joseph Rowntree Foundation Lifetime Homes Group.			

Policy No	Policy Title	Propose	1	2	3	4	5	6	Comments	Policy framework that will substitute for the policy if deleted.	The DPD that will contain the policy's replacement.	The DPD adoption date.
H0 11	Design and Layout	Save	Y	Y	Y	N/a	Y	Y	The policy sets out the criteria for the design and layout of new residential development. The policy passes test 1. It relates to Objective 4 of the Local Plan (To ensure a high standard of building design in new and extended dwellings). The policy passes test 2. *Improve the quality of the built environment* is a sub-theme of the *Sustainable Neighbourhoods* theme in the Community Strategy the Community Strategy. The policy passes test 3. Policy 9 – *Protecting and Enhancing The Environment* in the emerging RSS promotes a high quality of design in all development. In addition Development Control officers have identified the policy as frequently used and therefore, still highly relevant. It should be retained.	N/a	Core Strategy DPD1	June 2009

Policy No	Policy Title	Propose	1	2	3	4	5	6	Comments	Policy framework that will substitute for the policy if deleted.	The DPD that will contain the policy's replacement.	The DPD adoption date.
H0 12	Extensions and Other Domestic Development	Save	Y	Y	Y	NA	Y	Y	The policy passes test 1. It relates to Objective 4 of the Local Plan (To ensure a high standard of building design in new and extended dwellings). The policy passes test 2. *Improve the quality of the built environment* is a sub-theme of the *Sustainable Neighbourhoods* theme in the Community Strategy.	N/a	Core Strategy DPD1	June 2009
H0 13	Extensions for Dependant Relatives	Save	Y	Y	Y	NA	Y	Y	The policy passes test 1. It relates to Objective 4 of the Local Plan (To ensure a high standard of building design in new and extended dwellings).	N/a	Core Strategy DPD1	June 2009

SECTION: COMMUNITY AND EDUCATION FACILITIES			Tests for Saved Policies (from PPS12 para 5.15)									
Policy No	Policy Title	Propose	1	2	3	4	5	6	Comments	Policy framework that will substitute for the policy if deleted.	The DPD that will contain the policy's replacement.	The DPD adoption date.
COMM1 (b) (d)	Childcare	Save	Y	Y	Y	N/a	Y	Y	Allocation of sites for childcare. Allocations (b) and (d) have still to be implemented.	N/a	N/a	N/a
COMM4	Yarm Social Centre	Save	Y	Y	Y	N/a	Y	Y	Support for the replacement of Yarm Social Centre – still to be implemented.	N/a	N/a	N/a
ED4	Teesdale University site	Save	Y	Y	Y	N/a	Y	Y	Allocation of site – still partially outstanding	N/a	N/a	N/a

SECTION: RECREATION			Tests for Saved Policies (from PPS12 para 5.15)									
Policy No	Policy Title	Propose	1	2	3	4	5	6	Comments	Policy framework that will substitute for the policy if deleted.	The DPD that will contain the policy's replacement.	The DPD adoption date.
REC 1	Outdoor playing space	Save	Y	Y	Y	N/a	Y	Y	Policy protects identified playing spaces from inappropriate development. The tests are unique to this policy and develop the advice of National Policy further by introducing these specific tests. Maintaining a local supply of playing space	N/a	Environment DPD4	October 2010

							is essential in encouraging healthy and green local environments with a sense of place – protecting these sites is important.				
REC 8	Tees and Leven country park	Save	Y	Y	Y	N/a	Y	Y	Policy designates a site for a country park to encourage leisure and recreation and access to open space and the countryside and the river. It has not been implemented yet and should be retained to encourage such development.	N/a	Environment DPD4	October 2010
REC 11	Designated footpaths	Save	Y	Y	Y	N/a	Y	Y	The policy identifies a number of key footpath routes across the Borough and sets out the commitment to improve these routes. The footpath routes provide opportunities for a healthy lifestyle, access to the countryside and the river, and for leisure and recreation. Although many improvements have been made, there is always scope for further improvements and therefore the policy should be retained	N/a	Environment DPD4	October 2010
REC 13	Cable ski course	Save	Y	Y	Y	N/a	Y	Y	The policy identifies a site for a cable ski course. This has not been implemented, but will provide access to the river and promote the use of the river as a tourist attraction and access to leisure and recreation.	N/a	N/a	N/a

Policy No	Policy Title	Propose	1	2	3	4	5	6	Comments	Policy framework that will substitute for the policy if deleted.	The DPD that will contain the policy's replacement.	The DPD adoption date.
REC 16	Marina	Save	Y	Y	Y	N/a	Y	Y	Policy identifies a site for a marina which will assist in regenerating riverside sites, and also in promoting the river as a place for recreation and leisure. Marina has not been implemented yet, so Policy should remain.	N/a	N/a	N/a
REC 17 (a) (c) (e) (g) (h)	Public landing points	Save	Y	Y	Y	N/a	Y	Y	Policy identifies sites for landing points which will assist in regenerating riverside sites, and also in promoting the river as a place for recreation and leisure. Some sites have been completed, but some have not. Therefore it is proposed to delete (b), (d), (f), (i), and keep (a), (c), (e) , (g) (h).	N/a	N/a	N/a
REC 18 (a)	Slipways	Save	Y	Y	N/a	Y	Y	Y	Policy identifies sites for slipways which will assist in regenerating riverside sites, and also in promoting the river as a place for recreation and leisure. Some sites have been completed, but some have not. Therefore it is proposed to keep (a) and delete (b)	N/a	N/a	N/a

Policy No	Policy Title	Propose	1	2	3	4	5	6	Comments	Policy framework that will substitute for the policy if deleted.	The DPD that will contain the policy's replacement.	The DPD adoption date.
REC 19	New slipways	Save	Y	Y	Y	N/a	Y	N	Policy sets the tests for new slipways and encourages regeneration of riverside sites and use of the river for leisure and recreation. Test (i) repeats Policy GP1, but the remaining tests are unique to this policy and should be retained.	This edited policy should be used in conjunction with Policy GP1.	Environment DPD4	October 2010
REC 20	New footpaths and cycle routes	Save	Y	Y	Y	N/a	Y	Y	Policy allocates new cycle routes promoting sustainable travel and recreation routes. Some work has begun on these routes but work has yet to be completed, and therefore the commitment should remain in the Local Plan.	N/a	N/a	N/a
REC 21	New bridges	Save	Y	Y	Y	N/a	Y	Y	This policy allocates sites for new bridges. None have been implemented but will improve access to the river, promote walking and cycling when they are implemented.	N/a	N/a	N/a

SECTION: TRANSPORT			Tests for Saved Policies (from PPS12 para 5.15)									
Policy No	Policy Title	Propose	1	2	3	4	5	6	Comments	Policy framework that will substitute for the policy if deleted.	The DPD that will contain the policy's replacement.	The DPD adoption date.
TR1 (b)	Pedestrian bridges	Save	Y	Y	Y	N/a	Y	Y	The policy identifies two sites for pedestrian bridges to promote sustainable traffic between key regeneration sites. Teesdale Bridge has an extant planning permission but this has still to be implemented. Part (b) of the policy should therefore, be retained.	N/a	Regeneration DPD2	June 2009
TR4	New cycle routes	Save				N/a			The policy identifies new cycle and footpath routes, some of which have been implemented. It is proposed to keep those that have not been implemented as the promotion of cycling and walking is central to a sustainable environment. Delete (b), (c), (d), (g), (h), (i), (j), and keep (a), (e), (f).	N/a	N/a	N/a
TR8	Light rail or bus way transport corridors	Save	Y	Y	Y	N/a	Y	Y	Policy safeguards land for public transport corridor development which will reduce the need to travel by private car and allow access to services and facilities for all. Routes have not been implemented yet	N/a	N/a	N/a

Policy No	Policy Title	Propose	1	2	3	4	5	6	Comments	Policy framework that will substitute for the policy if deleted.	The DPD that will contain the policy's replacement.	The DPD adoption date.
TR11	Safeguarding rail corridors	Save	Y	Y	Y	N/a	Y	Y	The policy requires the safeguarding of railway corridors to facilitate more sustainable transport of goods and passengers. This reduces the reliance on private cars and promotes sustainable transport.	N/a	N/a	N/a
TR12 (b)	Trunk road improvements	Save	Y	Y	Y	N/a	Y	Y	The policy identifies some trunk Roads that are to be improved. One of the two schemes has been implemented and therefore it should be deleted, but the commitment to the other one should remain (part (b) of the policy). Although the use of cars should be discouraged, the improvements to the A66 Longnewton interchange are to provide a safer junction and better access to the airport for economic growth.	N/a	N/a	N/a

Policy No	Policy Title	Propose	1	2	3	4	5	6	Comments	Policy framework that will substitute for the policy if deleted.	The DPD that will contain the policy's replacement.	The DPD adoption date.
TR13 (a) (d)	Highway improvements	Save	Y	Y	Y	N/a	Y	Y	The policy identifies some trunk Roads that are to be improved. Two of the four schemes have been implemented and therefore they should be deleted, but the commitment to the other two should remain. Although the use of cars should be discouraged the proposed Thornaby Bypass is an essential relief road to ease congestion on the A19 main road, and the A178 Seal Sands road is an essential freight corridor for growth of Teesport and the petrochemical industries at Seal Sands.	N/a	N/a	N/a
TR15	Highway design	Save	Y	Y	Y	N/a	Y	Y	This policy sets out the Council's standards for highway design, and underpins the Design Standards Document used in determining planning applications. It requires new roads etc to conform in order to ensure pedestrian and vehicular safety, as well as constructional standards to maintain a high quality built	N/a	Regeneration DPD2	June 2009

									environment. Therefore this policy is very important and should be kept.			
TR16	Private parking in Stockton town centre	Save	Y	Y	Y	N/a	Y	Y	This policy prohibits the development of private car parks in Stockton centre in order to make the best use of land, to discourage the use of the private car and to promote public transport, and also to encourage better urban realm. Therefore it is useful in creating a sense of place.	N/a	Regeneration DPD2	June 2009
TR18	Yarm town centre parking	Save	Y	Y	Y	N/a	Y	Y	This policy allows development in Yarm District Centre to provide sub-standard parking spaces in return for a commuted sum. This promotes more sustainable development in a busy centre, reduces the impact of numerous cars on the historic qualities of the Conservation Area, and reduces congestion in the centre. It is an important policy and should be retained.	N/a	N/a	N/a
TR19	Safeguarding a rail link to Seal Sands	Save	Y	Y	Y	N/a	Y	Y	The Seal Sands rail link is intended to facilitate the growth of the port which will provide economic benefits to the Borough and indeed the region. It is essential that this line be protected.	N/a	N/a	N/a

Policy No	Policy Title	Propose	1	2	3	4	5	6	Comments	Policy framework that will substitute for the policy if deleted.	The DPD that will contain the policy's replacement.	The DPD adoption date.
TR20	Safeguarding railway sidings	Save	Y	Y	Y	N/a	Y	Y	The policy requires the safeguarding of railway sidings to facilitate more sustainable transport of goods. This reduces the reliance on road transport and promotes sustainable transport. It also provides greater choice in choosing employment sites for investors.	N/a	Regeneration DPD2	June 2009
TR21	Employment uses at Teesside Airport	Save	Y	Y	Y	N/a	Y	Y	The employment uses at Teesside Airport provide choice of sites for investors, allowing the airport to grow as a transport hub. However, in order to remain a sustainable development, the types of use should be limited to airport related use. While this is set out in the RSS panel report, the RSS has not itself identified this and therefore the policy should remain.	N/a	Regeneration DPD2	June 2009