

Core Strategy Development Plan Document

Preferred Options

Foreword

To be inserted.

Contents

Stockton-on-Tees Borough Local Development Framework (LDF)

The Core Strategy Development plan Document Preferred Options

Foreword

Introduction	Page 1
What is the purpose of this report?	Page 1
Why might it affect me?	Page 1
Community Involvement.	Page 1
Figure 1 Making the Links	Page 2
How this strategy will be prepared.	Page 3
Stockton Borough – past and present.	Page 4
The Strategic Context.	Page 6
National Planning Guidance.	Page 6
Regional Planning Guidance.	Page 7
Sustainability Appraisal	Page 7
Appropriate Assessment	Page 7
What future should be planned for – the Spatial Vision	Page 7
What is meant by “spatial vision”?	Page 7
What you told us	Page 8
Our Vision	Page 8
Strategic Objectives	Page 10
What you told us	Page 10
Our objectives	Page 10
Table 1 Core Strategy Objectives – the links	Page 15
Spatial Strategy – the Preferred Options	Page 16
The Strategic Options	Page 16
Testing Against the Sustainability Appraisal	Page 16
Assessment of Strategic Options	Page 17
What you told us	Page 21
Key Strategic Policies	Page 21
The Spatial Strategy	Page 21
Draft Core Strategy Policy 1 (CS1) Spatial Strategy	Page 22
Core Strategy Diagram	Page 25
Transport issues	Page 26
Draft Core Strategy Policy 2 (CS2) Transport	Page 26
Sustainable Living	Page 28
Draft Core Strategy Policy 3 (CS3) Sustainable Living	Page 28
The Economy	Page 31
Draft Core Strategy Policy 4 (CS4) Economic Regeneration	Page 31
Town Centres	Page 34
Draft Core Strategy Policy 5 (CS5) Town Centres	Page 35
Provision of Facilities	Page 36
Draft Core Strategy Policy 6 (CS6) Community Facilities	Page 36
Housing Provision	Page 37
The Options	Page 37
Draft Core Strategy Policy 7 (CS7) Housing Distribution and Phasing	Page 38
Draft Core Strategy Policy 8 (CS8) Housing Mix and Affordable Housing Provision	Page 43
Draft Core Strategy Policy 9 (CS9) Gypsies and Travellers	Page 44
The Environment	Page 45

APPENDIX A

Core Strategy Policy 10 (CS10) Environmental Protection	Page 46
Planning Obligations	Page 47
Table 2 Other Strategies – The Links	Page 49
Monitoring Framework and Implementation Plan	Page 53
Table 3 Implementation Plan	Page 54
Contact Details	Page 59
Appendix 1: Spatial Strategy at the Local Level	Page 60

Glossary – to be separate document.

CORE STRATEGY PREFERRED OPTIONS

Stockton-on-Tees Borough Local Development Framework

1. Introduction

- 1.1 In 2004, a new system of development planning was introduced, to replace the “old” system of Local Plans. The new Local Development Framework (LDF) involves producing a series of documents that are more streamlined and flexible, able to respond more quickly to changing circumstances. Spatial planning now has a wider, more inclusive approach, and it aims to ensure the best use of land by weighing up competing demands. It is still concerned with the physical aspects of location and land use but also takes into account economic, social, and environmental matters in order to achieve sustainable development.
- 1.2 The Core Strategy Development Plan Document (DPD) is the first of these plans to be prepared by the Council. Based on the unique features and characteristics of the Borough, and taking account of other strategies and programmes which affect the area, especially the Community Strategy and emerging Sustainable Community Strategy, this overarching development strategy will set out, in broad terms, the pattern for development and growth in the Borough over the next 10 – 15 years, and how this will be achieved. Figure 1 overleaf, illustrates how the new framework links with national and regional planning guidance, the Sustainable Community Strategy and the documents which the LDF will contain.

What is the purpose of this report?

- 1.3 The Preferred Options for the Core Strategy DPD has been produced by the Council as a basis for consultation as part of the second stage of its preparation. It builds on the earlier consultation on the Core Strategy Issues and Options (May/June 2006), developing ideas on how to “**create safe, healthy, prosperous communities, improved local environments and provide a better quality of life for all**” within the Borough.

Why might it affect me?

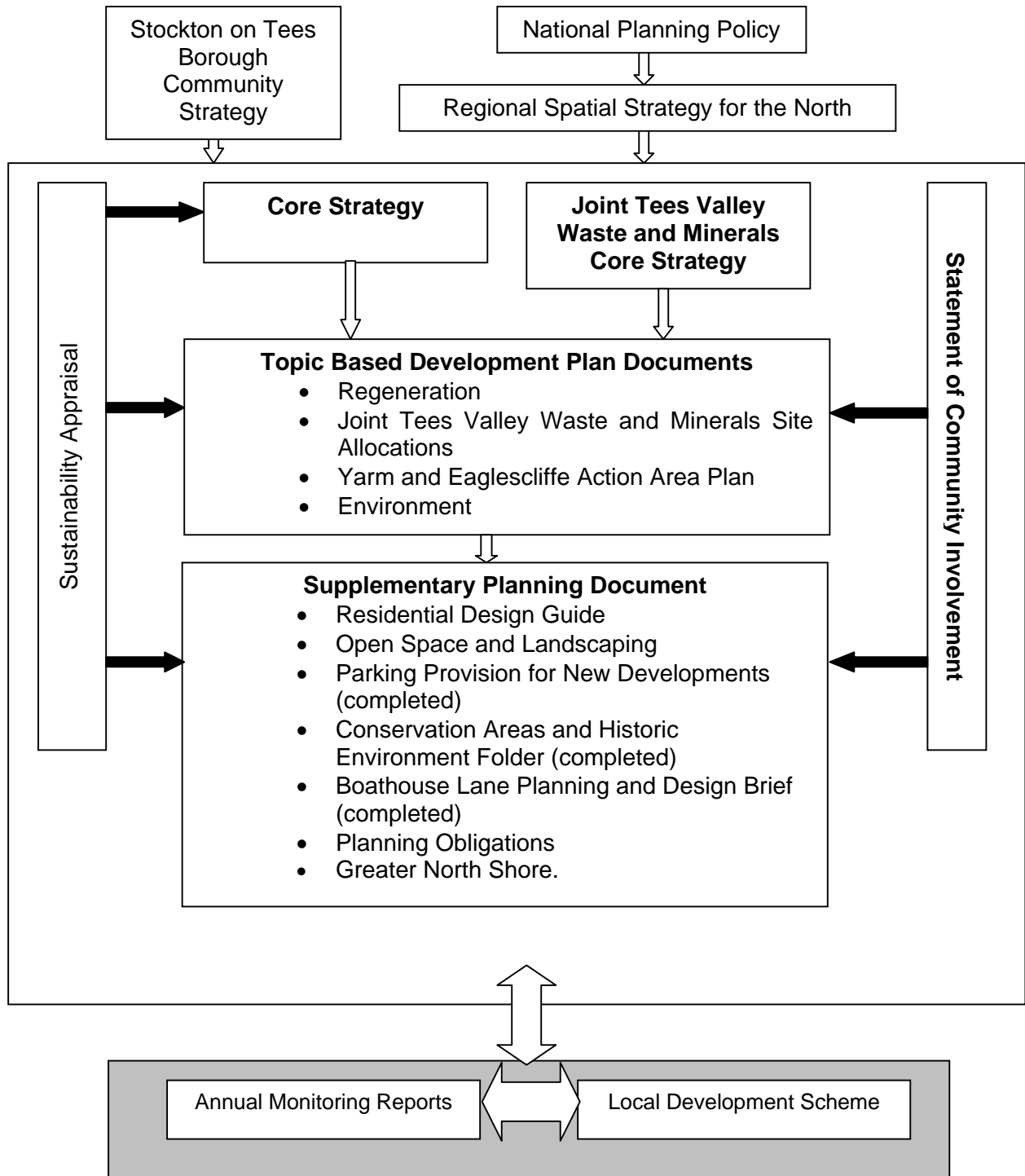
- 1.4 Planning policy can affect anyone, because it has the potential to bring about change to areas. The development planning system is about influencing and directing development, which might affect the types of housing, jobs or services available to those living and working in the area. The Council is particularly keen to involve local communities in the planning process. It is important that people know what is happening and where they can get copies of documents, even if they do not wish to be directly involved (please see the final page for contact details).

Community Involvement

- 1.5 Our detailed approach for involving people in producing Local Development Documents is set out in our Statement of Community Involvement, and is summarised in the diagram at the end of this section (Figure 2). We are inviting your views, which will be important to us, since we need to know how you would like the Borough to develop.

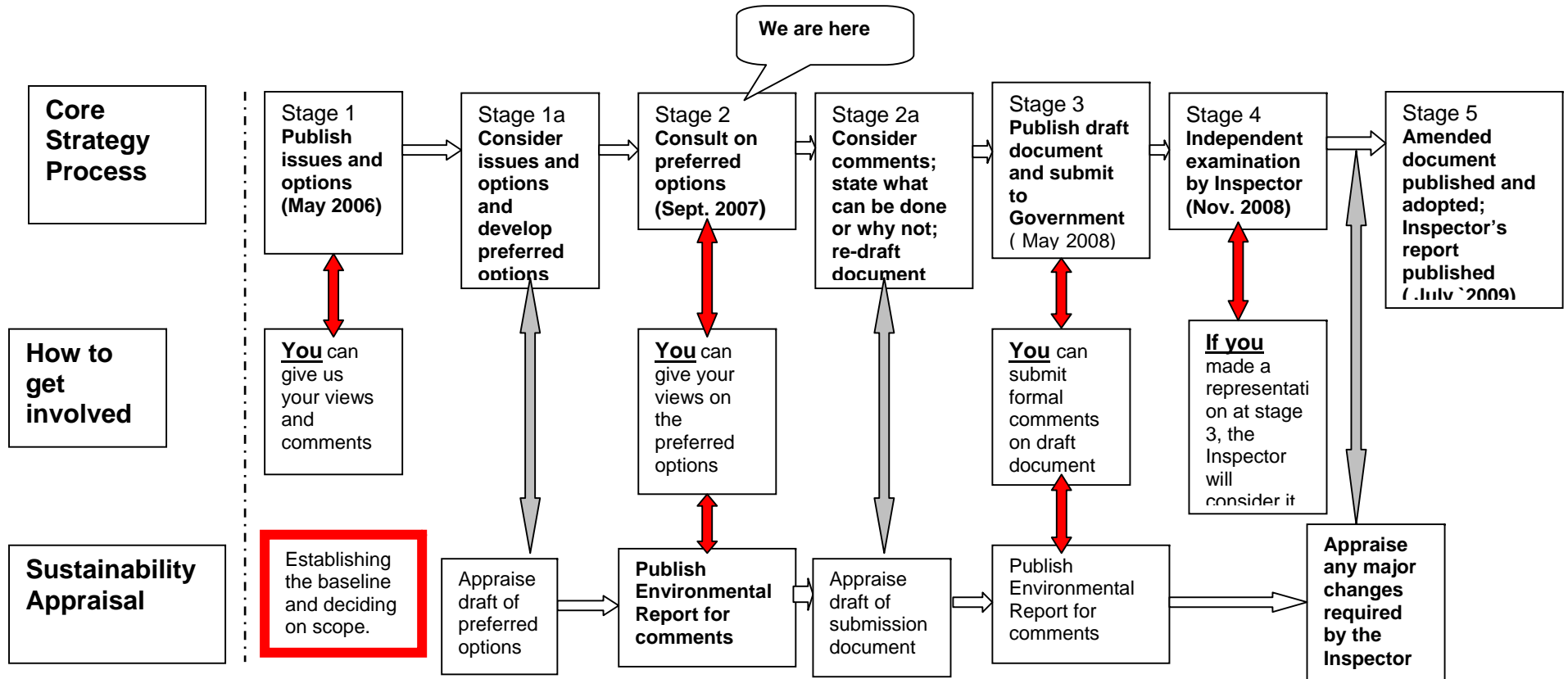
CORE STRATEGY PREFERRED OPTIONS

Figure 1 Making the Links



CORE STRATEGY PREFERRED OPTIONS

Figure 2.
How the Core Strategy will be prepared.



CORE STRATEGY PREFERRED OPTIONS

PREFERRED OPTIONS FOR THE CORE STRATEGY DEVELOPMENT PLAN DOCUMENT JULY 2009 – MARCH 2021

Stockton Borough – past and present.

- 1.6 The Borough of Stockton lies astride the river Tees, and owes its origins to the river. Although settlement of the area can be traced back to Anglo-Saxon times, growth in population came in response to Stockton's role as the main port in the area (taking over from Yarm in the seventeenth century) and later, with the building of the Stockton – Darlington railway in 1825. Although its role as a river port declined a few years later, when the railway was extended to Middlesbrough, manufacturing industries sprang up based on rope making, cotton mills, sugar refining, brick making, pottery, iron and steel, ship repairing and more recently, the chemical industry.
- 1.7 Today, the main centre of population is the town of Stockton itself, with the towns of Billingham, Thornaby and Yarm functioning as district centres. The development of Ingleby Barwick has dominated the housing supply for the past 20 years, creating a new settlement. The urban area is surrounded by a rural hinterland, with a number of villages, many not more than a mile or two from the built-up part of the Borough.
- 1.8 The Borough is served by two trunk roads – the A19 running north-south, and the A66 running west-east. Local rail links provide a service between Middlesbrough and Darlington, and also to Hartlepool and Newcastle to the north, and York to the south. Durham Tees Valley Airport straddles the border of Darlington and Stockton Boroughs.
- 1.9 The key drivers for change include:
- Realising the potential to focus on the River Tees as a key asset of the Borough, whilst taking into account the impact of climate change and flood risk
 - Loss of traditional manufacturing industries, giving rise to previously developed land within urban areas, resulting in significant opportunities for redevelopment and regeneration, coupled with the identification of key regeneration sites
 - Lower than the national average employment rates
 - Low rates of new business start-ups
 - Potential to improve educational achievements, and to retain and attract more highly qualified people
 - Potential to create new jobs and attract significant investment in the chemical sector
 - Development of Queen's Campus, the University of Durham's Stockton campus, and the opportunities to diversify the economic base through the development of "knowledge based" industries

CORE STRATEGY PREFERRED OPTIONS

- High retail vacancy rates in the town and district centres¹, combined with poor environments
- Lower than national average rates of car ownership, and therefore a need to improve the accessibility of services and facilities by public transport
- Pressure for greenfield development
- Recent growth in population and households, and the need to improve housing quality and choice
- An ageing population profile
- Wide disparity of opportunity, with areas of disadvantage situated alongside areas of affluence
- Pockets of low demand for housing, despite a general increase in house prices over the past few years
- Potential to improve transport infrastructure and public transport provision
- Desire to reduce further levels of crime and disorder, and to produce increased feelings of safety
- Potential to increase of the use of the River Tees and its environs for leisure, sport and recreation activities following the completion of the tidal barrage in 1995.

- 1.10 In response to these distinguishing characteristics, to strengthen economic performance, maintain population growth, encourage inward investment, and improve the image of the Borough as a place to live and work, it is necessary to
- Diversify and modernise the economic base
 - Support existing industrial “clusters” and businesses
 - Increase the levels of skills on offer and the qualifications of the resident workforce
 - Realise the potential of the presence of Durham Tees Valley Airport, and the University of Durham’s Queen’s Campus at Stockton
 - Improve and revitalise the Borough’s town centres
 - Improve local accessibility to jobs, services and facilities
 - Improve links between the Borough and the rest of the Tees Valley and the Northeast region to support economic growth of the area and the Tees Valley City Region as a whole
 - Capitalise on the Borough’s natural assets, such as the River Tees and its valley, the national nature reserve at Seal Sands, and prospects for renewable energy production
 - Improve the leisure, sport, recreation and cultural offer of the area
 - Improve the environment, particularly through the re-use of previously developed land
 - Build on past successes, such as the redevelopment at Teesdale, to continue regeneration of the Borough and in partnership with Middlesbrough, provide city-scale facilities to serve the City Region.

¹ Partly associated with plans for improvements and redevelopment in Billingham and Thornaby

Stockton-on-Tees Borough



2. The Strategic Context

National Planning Guidance

2.1 The Preferred Options have been prepared with advice issued from the Government in mind. Planning Policy Statements, Guidance Notes² and Circulars place sustainability at the heart of the planning process. The Government has set out four aims for sustainable development, which are:

- Social progress which recognises the needs of everyone
- Effective protection of the environment
- The prudent use of natural resources; and,
- The maintenance of high and stable levels of economic growth and employment.

2.2 These aims should be pursued in an integrated way that delivers high levels of employment, and a just society that promotes social inclusion, sustainable communities and personal well-being, in ways that protect and enhance the physical environment and optimise resource and energy use.

² These can be viewed at <http://www.communities.gov.uk> in the Planning, building and environment folder.

CORE STRATEGY PREFERRED OPTIONS

Regional Planning Guidance.

- 2.3 The emerging Regional Spatial Strategy³ (RSS) for the North East will replace Regional Planning Guidance 1 and the Tees Valley Structure Plan. In line with the Government's priorities of sustainable development, the regional strategy focuses on urban renaissance and sustainable solutions to transport problems. The main thrust of RSS emphasises the need to maximise the major assets and opportunities available in the Northeast, and to regenerate those areas affected by social, economic and environmental problems. RSS provides the spatial context for the delivery of other regional strategies, in particular the Regional Economic Strategy, Regional Housing Strategy and the Integrated Regional Framework. The Regional Transport Strategy is integrated within the RSS.

The Preferred Options for the Core Strategy has been prepared in accordance with the Secretary of State's Proposed Changes to the draft revision of the North East of England Regional Spatial Strategy submitted by the North East Assembly (May 2007).

2.4 Sustainability Appraisal

- 2.5 The development of the Preferred Options has been influenced by a process known as Sustainability Appraisal. This has helped to assess the options put forward in this document and informed the emerging policies in this plan.

Appropriate Assessment

- 2.6 The Preferred Options has been subject to an Appropriate Assessment as required by Articles 6(3) and 6(4) of Directive 92/43/EEC on the Conservation of Natural Habitats and of Wild Flora and Fauna (the Habitats Directive) and emerging regulations. The Directive and emerging Regulations provide an assessment framework that will inform subsequent land use plans. The Council will undertake Appropriate Assessment on all emerging Development Plan Documents and Supplementary Planning Documents and these will include, where appropriate, criteria-based policies to ensure that any adverse impacts on the integrity of any sites designated as being of international or European importance for biodiversity are properly addressed.

3 What future should be planned for? The Spatial Vision

What is meant by "spatial vision"?

- 3.1 "Spatial vision" is about planning for Stockton-on-Tees Borough 2021, what the area will look like and how it will function. This must go well beyond land use planning issues and develop a vision for the social, economic and environmental well-being for the area.
- 3.2 There are several strands to the Sustainable Community Strategy Vision for 2021, as follows:

³ This can be viewed at <http://www.viewnortheast.com> in the Document Centre folder, and <http://www.northeasteip.co.uk> in the What's New Section.

CORE STRATEGY PREFERRED OPTIONS

- Stockton-on-Tees at the heart of an economically successful Tees Valley
- A cleaner, greener Stockton
- A safe Stockton
- A Borough where every child matters
- A healthy Stockton
- A socially cohesive Borough
- A Stockton where people grow older with dignity and maintain a high quality and independent lifestyle
- A Borough where culture underpins all aspects of life.

What you told us.

3.3 The Vision should:

- Include reference to open space and recreation
- Have regard to the Stockton-Middlesbrough Initiative
- Make quality, character, identity and diversity key elements
- Focus on the enhancement of prestige areas
- Refer to an improved environment for people and wildlife
- Include reference to cultural life
- Refer to the need for a complete range of housing fit for purpose
- Be specific when referring to “associated facilities”
- Have local focus.

Our Vision

3.4 Having considered these comments, together with the need to provide an aspirational vision for the Borough in 2021 which reflects the Community Strategy, the Council’s Preferred Vision is:

Situated at the heart of the Tees Valley City Region, and taking advantage of its historic position astride the river, Stockton-on-Tees is a Borough leading the way in economic regeneration. Together with world class, integrated transport systems, and the provision of high quality housing and facilities to meet current and future needs and aspirations, this has created safe, healthy, prosperous, inclusive and sustainable communities. People have access to the very best in housing, education and training, health care, employment opportunities, sport, recreational and cultural facilities, so providing a better quality of life for all. The diversity, quality and character of the natural and built environment, together with the Borough’s unique historic assets, are valued, protected, enhanced and capitalised on for the benefit of everyone.

This will be achieved by:

- Continuation of population growth, supported by a steady supply of good quality housing in a mix of sizes, types and tenures to meet all needs, pockets and aspirations. There are no longer areas of low demand housing in the Borough, and a number of housing regeneration schemes, including those at Mandale, Hardwick and Parkfield, have been successfully completed.

CORE STRATEGY PREFERRED OPTIONS

- Regeneration of the urban core, focusing on the Tees corridor, in accordance with the proposals identified in the Stockton-Middlesbrough Initiative (SMI). Flagship projects such as the implementation of proposals at North Shore and Stockton Riverside are completed, and a start has been made on revitalising the Green Blue Heart, providing 21st century living, employment and leisure facilities.
- Continued economic renaissance. New businesses continue to be attracted to the Borough as a result of the improved environment, availability of a highly skilled, highly trained workforce, the choice of high quality housing, education, training, and service provision. “Knowledge based” industry has grown, as a result of the presence of the health and medicine cluster at Queen’s Campus, Stockton (Durham University). More graduates from the University are joining the Borough’s workforce. Unemployment rates for both men and women now reflect the national average, and the Borough has maintained its lower than average long-term unemployment record. New business start-ups and survival rates have increased.
- Increase retail spending within the Borough. The completion of various Stockton town centre regeneration improvements such as the creation of a Cultural Quarter and the Southern Gateway entrance have increased activity and spend in the town. The redevelopment of Thornaby and regeneration of Billingham town centres provide modernised local facilities in high quality environments
- Progress towards resolving problems associated with the Borough’s transport infrastructure. Guided by the Borough’s integrated transport strategy, the implementation of a major public transport scheme has included new and improved highway infrastructure, including the reallocation of road space in favour of buses, the introduction of new vehicles and an element of demand restraint. The Tees Valley Metro system is an integral part of the public transport infrastructure.. By offering reliable and efficient alternative modes of transport to the use of the private car, traffic congestion has reduced.
- Improve regional and sub-regional connectivity, through better rail services and the expansion of Durham Tees Valley Airport, resulting in over 2 million passengers using the airport in 2015.
- Sustainable development. Embracing new and advancing technology, investment continues in the development of renewable energy sources, energy efficiency, and sustainable methods of construction. Opportunities for feedstock supply for biofuel has been developed in the rural hinterland, and the Borough’s potential for energy generation through tidal and wind power is fully exploited within environmental limitations. The Borough has taken the lead nationally in the development of recycling and waste management systems. The production of bio fuels as an alternative to oil-based fuels increasingly contributes to the economy and reduction in carbon emissions from cars.
- Continued recognition of the importance of the Borough’s built and natural heritage. Biodiversity has increased, through the protection and enhancement of green spaces, improved air and water quality, the creation of wildlife corridors and new open space and recreation facilities. The Green Blue Heart links the two centres of Stockton and Middlesbrough, providing a high quality landscape and parkland centrepiece within the urban landscape. In the south, the Tees Heritage Park provides a green link between Yarm and Stockton.

CORE STRATEGY PREFERRED OPTIONS

3.5 In partnership with Middlesbrough, other neighbouring authorities and regeneration agencies, Stockton is providing city-scale infrastructure, services and facilities for a catchment population of more than 1 million people across the Tees Valley, County Durham and North Yorkshire. The vibrant culture, thriving economy, sustainable communities, housing choice and first class health and education facilities have made Stockton and Middlesbrough a truly competitive urban core of the Tees Valley City Region.

4 Strategic Objectives

4.1 The strategic objectives of the Core Strategy explain the Vision in more detail, and set out how this can be achieved.

4.2 In the Issues and Options paper, three themes were identified, as follows:

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

4.3 What you told us.

The themes and objectives should include:

- Coordinated transport strategy
- Access to locally based education facilities
- Exclusion of reference to key industries if this means more chemical companies
- Ensure good connectivity between the Borough and the rest of the Tees Valley
- Reference to the Stockton-Middlesbrough Initiative
- A locational strategy
- Greater emphasis on design linked with disability access and environmental impact
- Preservation of the historical heritage of the area
- More focus on the enhancement of prestige areas
- Greater emphasis on sustainable development
- Recreational value of the River Tees, with corresponding health and economic benefits
- Maximise sport and recreational opportunities
- Put emphasis on developing opportunities for participation in artistic and social pursuits.

Our Objectives

4.4 In seeking to give clarity on the outcomes sought, in achieving its vision and in raising the perception of the Borough as a good place to live and work, the Council's Preferred Objectives are:

Objective 1: To enable everyone to live in prosperous, cohesive, sustainable communities.

CORE STRATEGY PREFERRED OPTIONS

Aspiration: Sustainability has been put at the heart of the Borough's spatial strategy and has guided the development of our communities, and transport systems. In meeting the needs of a growing population, the ability of future generations to meet their needs has not been compromised.

Objective 2: To encourage economic development as a means of diversifying the economic base, strengthening economic clusters and promoting a more entrepreneurial culture

Aspiration: The Borough has a busy, buoyant economy with good quality offices, business parks, industrial areas and effective communication networks which meet modern business needs. Emphasis is on working in partnership to encourage existing businesses to grow and prosper, and to attract new enterprises to sustainable locations within the Borough, particularly to sites in the urban core which will contribute to the realisation of the Stockton-Middlesbrough Initiative. The changing needs of established core industries, such as the chemical sector, have been met and these continue to operate alongside newly introduced technologies associated with, for example, the production of renewable energy.

Objective 3: To increase employment, with emphasis on maintaining, enhancing and retaining a highly skilled workforce.

Aspiration: Excellent education and training provision is developing appropriate skills and knowledge. A highly qualified workforce meets the needs of employers and industry. Skills match employment opportunities, and high quality, well-paid jobs within the Borough meeting the aspirations of a modern workforce. Improved employment opportunities, and a balanced employment structure, ensure maximum access to employment within the Borough. The University of Durham's Queens Campus continues to expand, providing greater opportunity for higher education and training in the area.

Objective 4: To deliver healthy and vibrant town centres.

Aspiration: Stockton has retained its role as the main centre of the Borough, providing a high quality environment in which to live and work, with major shops, services, and cultural facilities. Development associated with important "gateways" into the town has improved and enhanced the approaches to the town centre. The market thrives as a key attraction. The town has a vibrant evening economy due to the development of leisure and cultural activities and an increasing resident population. Stockton continues to develop as a university town, exploiting this niche to provide appropriate accommodation and facilities. The district centres of Billingham, Thornaby and Yarm provide supporting roles, with convenient access to everyday shops, services and local community facilities. These, together with local centres, provide a range of shopping opportunities to meet all needs.

Objective 5: To ensure good accessibility for all to jobs, facilities, goods and services within the Borough, and to improve links to other areas of the Tees Valley and beyond.

Aspiration: A pattern of development and movement has been created that has helped reduce the need to travel by private car. Modern communication networks provide an integrated public transport system linking road, rail and air travel. Congestion on the A19 and A66 has been reduced by the development of a "fit for purpose" secondary road network, including new links across the Tees. A reliable and effective public transport system enables people to get to jobs, services and other places whilst a

CORE STRATEGY PREFERRED OPTIONS

comprehensive cycle and footpath network allows safe and convenient access to local schools, shops and other facilities. It is no longer necessary to use the car.

Objective 6: To improve access to health care, and opportunities to engage in education and training, together with sport, leisure, recreation and cultural pursuits, particularly in relation to the River Tees and the Green Blue heart.

Aspiration: Provision of key services has kept pace with the Borough's growing population. Integrated services for children and young people have been provided through programmes such as Building Schools for the Future. In improving health services emphasis has been based on providing care closer to home and on the development of services in primary care centres. The River Tees and related areas provide nationally important opportunities for sport and recreation, with corresponding health and economic benefits. Opportunities to participate in local artistic and social pursuits have increased, through venues such as the Arc, improved events facilities at the Tees Barrage and annual celebrations such as the Stockton International Riverside Festival and Billingham International Folklore Festival. Venues such as the revitalised Preston Park with its museum, and the planetarium/observatory at Wynyard Woodland Park cater for residents and visitors alike. The River Tees has continued to develop as a world class international venue for water sports. Development of the Green Blue Heart has created a parkland centrepiece with new river-facing leisure facilities and performance spaces, while the River Tees Heritage Park provides a high quality setting for recreation in the rural section of the river corridor.

Objective 7: To promote equality, diversity and strengthen community cohesion.

Aspiration: Stockton-on-Tees is a Borough where everyone has equal access to job opportunities, education, health care and other services. Diversity is acknowledged as a key strength. Mixed communities thrive and cooperate together to their mutual benefit. Participation of all community groups in the economic, social, sporting, academic and political life of the Borough is actively encouraged. Everyone has the opportunity to have his/her say, know that their views are being taken into account, and to share in the general prosperity and improved quality of life. All communities are valued for their contribution to the local economy, and to the well being of the Borough as a whole.

Objective 8: To protect and enhance the Borough's natural environment and to promote the creation, extension and better management of green infrastructure and biodiversity, taking advantage of the Borough's special qualities and location at the mouth of the River Tees.

Aspiration: The potential of the River Tees corridor has been utilised to create a key feature. The significance of the international importance of Teesmouth as a Special Protection Area and Ramsar site continues to be recognised. The creation of a Green Blue Heart and the River Tees Heritage Park has provided more open space accessible to the public, improved water-based facilities and enhanced the area's landscape and biodiversity. A high quality network of urban parks and green spaces contribute to a better quality of life for all, while the surrounding rural areas continue to be a valued asset, with the Tees Forest increasing the percentage of woodland cover. The strategic gaps and green wedges that prevent the coalescence of built-up areas have been retained as important components, forming part of wildlife corridors and these continue to make a valuable contribution to biodiversity. Opportunities for conservation and enhancement of the natural environment and the biodiversity of the Borough, in addition to creating new habitat, have been exploited.

CORE STRATEGY PREFERRED OPTIONS

Objective 9: To protect and enhance the built environment and the area's archaeological, industrial and cultural heritage.

Aspiration: Pride is taken in the area's industrial heritage, for example the recognition of the role played in the development of the passenger carrying railway and the friction match. The character and appearance of the landscape and townscape have been maintained and enhanced, strengthening local distinctiveness and sense of place. Situated on the border, the combination of the North Yorkshire "market place" and the County Durham "linear high street" has given rise to the characteristic long, wide high streets of Stockton and Yarm. Local environmental quality is protected and improved through high quality buildings and their sustainable design, and their interaction with spaces and the public realm. Links to the riverside have been restored and strengthened, townscapes improved and cultural quarters developed. Conservation and enhancement of quality built and natural environments, and improvements to degraded areas provide pleasant surroundings for all. The importance of archaeology is recognised, as a historic and cultural resource, with evidence of occupation of the area since the Bronze Age.

Objective 10: To ensure better use of resources, and to maximise the re-use of previously developed land.

Aspiration: More renewable energy is being produced and used, as the technology has become integral to all development. Biofuel, solar, wind and tidal resources are common sources of energy production. Sustainable approaches to construction are commonplace. Waste is dealt with in a sustainable, environmentally friendly way. Stockton leads the way in the production of energy from waste, contributing to the national grid. Suitable previously developed land has priority for development. Within the Green Blue Heart, transformation of the area has been underpinned by "cutting-edge" eco-friendly, energy efficient development.

Objective 11: To provide a safe, healthy and attractive environment.

Aspiration: Stockton Borough is a safe place to be, with crime rates remaining below the national average. Life expectancy has continued to rise, with a reduction in the gap between life expectancy in the Borough and national averages. In the design of new developments, the provision of facilities and the enhancement of the existing environment, the safety of residents and visitors continues to be an integral consideration. Communities take pride in the local environment, and share responsibility for maintaining and improving their surroundings. Reduction in pollution has improved air and water quality in the Borough. Development is steered towards areas which are at low risk of flooding, or to sites where acceptable mitigation measures can be put in place without making other areas more liable to flooding. Sustainable drainage systems are integral to development, reducing the risk of flooding and ground water pollution and helping to provide an attractive, diverse environment.

Objective 12: To provide homes to suit all needs and incomes.

Aspiration: A steady rate of house building has been maintained, focused in the Core Area. This has ensured that homes have been available in a range of sizes, types and tenures, providing a balance and mix to meet the different requirements of the increasing population of the Borough, informed by up-to-date research. Development has made the best use of land by using applicable densities whilst respecting local character and amenity. Where needed, a proportion of new homes for sale or rent are priced to suit those on lower incomes. Housing market failure has been addressed, through housing regeneration projects such as Hardwick, Mandale and Parkfield, and the condition of public and private sector housing improved. Provision of housing is an integral part of wider mixed use regeneration schemes, with the offer of riverside living as part of the residential choice.

CORE STRATEGY PREFERRED OPTIONS

4.5 The preferred themes and objectives, together with their links to the emerging Regional Spatial Strategy and the Borough’s Community Strategy are shown in Table 1.

CORE STRATEGY PREFERRED OPTIONS

Table 1 Core Strategy – The Links.

Regional Spatial Strategy Themes	Community Strategy Ambitions	Preferred Core Strategy Themes	Preferred Core Strategy Objectives	Associated Policies
Economic Prosperity Improved Connectivity	Economic Regeneration and Transport	Prosperous communities Accessibility	<ol style="list-style-type: none"> 1. To enable everyone to live in prosperous, cohesive, sustainable communities 2. To encourage economic development as a means of diversifying the economic base, strengthening economic clusters and promoting a more entrepreneurial culture 3. To increase employment, with emphasis on maintaining, enhancing and retaining a highly skilled workforce 4. To deliver healthy and vibrant town centres 5. To ensure good accessibility for all, to jobs, facilities, goods and services within the Borough and to improve links to other areas of the Tees Valley and beyond 	CS Policy 1, 2, 3, 4, 5, 6, 7, 8, 9, 11
Sustainable Communities	Children and Young People Healthier Communities and Adults Community Cohesion Older People Arts and Culture	A good quality of life for all	<ol style="list-style-type: none"> 6. To improve access to health care, and opportunities to engage in education and training, together with sport, leisure, recreation and cultural pursuits, particularly in relation to the River Tees and the Green Blue Heart. 7. To promote equality, diversity and strengthen community cohesion 	CS Policy 1, 2, 3, 5, 6, 7, 8, 9, 11
Enhanced Environment	Environment, Housing and Neighbourhoods Safer Communities	Better places to live	<ol style="list-style-type: none"> 8 .To protect, promote and enhance the Borough’s natural environment and to promote the creation, extension and better management of green infrastructure and biodiversity, taking advantage of the Borough’s special qualities and location at the mouth of the River Tees 9. To protect and enhance the built environment and the area’s archaeological, industrial and cultural heritage 10To ensure better use of resources and to maximise the re-use of previously developed land 11To provide a safe and attractive environment 12.To provide homes to suit all needs and incomes 	CS Policy 1, 3, 6, 7, 8, 9, 10 ,11

CORE STRATEGY PREFERRED OPTIONS

5. Spatial Strategy – the Preferred Options

- 5.1 Making the community aware of the alternative policy options which have been considered to achieve the Council's vision is an important element in preparing the Local Development Framework. All options must be tested against the sustainability objectives of the Sustainability Appraisal. By doing this, it is possible to develop a strategy which will deliver Stockton Borough's future growth in a sustainable way.
- 5.2 A series of options were put forward for consultation. In addition to being tested against the sustainability objectives, regard has been had to national and regional planning policy, as contained in Planning Policy Statements and the emerging Regional Spatial Strategy. More local initiatives, such as the Stockton-Middlesbrough Initiative, have a direct bearing on the development of the locational strategy. Broadly speaking, four main strategic options were considered.

5.3 The Strategic Options:

1. Development focused on the core urban area, with emphasis on support for the Stockton-Middlesbrough Initiative, supported by the main town and district centres.
2. Development focused on the main town and district centres.
3. Development evenly distributed throughout the Borough that is, a dispersed strategy for growth.
4. A market-led approach to development and growth.

Variations of these main themes were also considered.

- 5.4 In considering options, the spread of existing commitments had to be taken into account. The Borough has high levels of outstanding planning permissions for housing, which makes it difficult to influence the pattern of development in the short term. Over the past 30 years, the development of Ingleby Barwick has played a major role in meeting housing targets. Some development remains to be completed here, but its dominance will eventually decline.

Testing against the Sustainability Appraisal.

- 5.5 The Core Strategy Issues and Options, and the Preferred Options were considered against the objectives of the Sustainability Appraisal. An element of independent assessment was introduced by inviting members of the LDF Member Steering Group and the three main environmental organisations, Natural England, Environment Agency and English Heritage, to contribute to this process. A matrix was used to assess the options.

A copy of the Sustainability Appraisal accompanies this document.

CORE STRATEGY PREFERRED OPTIONS

5.7 Assessment of the Strategic Options.

Option 1. The majority of development increasingly focused on the core urban area, with emphasis on the Stockton-Middlesbrough Initiative, supported by the main town and district centres.

This option would see development focused in the core urban area, along the river corridor, from the A66 to the Middlesbrough boundary, utilising the Borough's wealth of previously developed land and strengthening links with Middlesbrough. Regeneration of the riverside will create the opportunity for the development of sustainable communities where people want to live and work. This includes opportunities to bring back focus to the river, capitalising on this valuable, central asset. By doing so, the potential to improve the riverside environment, to provide leisure and recreation facilities, to provide better access and create cross-river linkages can also be exploited. Existing town and district centres of Stockton, Billingham, Thornaby and Yarm will not be neglected and development within development limits, appropriate to the role and scale of these settlements will continue. Housing development in rural areas will be limited to supporting sustainable villages, as defined in the sustainable Villages Study.

The table below illustrates how the pattern of housing development could change over the three phases of the LDF time period, if Option 1 is chosen as the way forward.

Table 1 Distribution of Housing Development under Option 1

Area	Phase	2004 - 2011	2011 - 2016	2016 - 2021
Core Area		25%	40%	65%
Billingham		5%	8%	13%
Stockton (outside Core Area)		22%	8%	0%
Thornaby		13%	8%	13%
Yarm and Eaglescliffe		5%	3%	3%
Ingleby Barwick		23%	25%	5%
Rural Development within limits		1%	0%	0%
Rural Development outside limits		4%	8%	0%

The advantages of this approach are:

- Support for the Stockton-Middlesbrough Initiative, a concept central to both the delivery of a vibrant City Region at the heart of the Tees Valley, and the Sustainable Community Strategy and to addressing cross-boundary issues
- Focus on reusing the concentration of previously developed land

CORE STRATEGY PREFERRED OPTIONS

- Promotion of a sustainable pattern of growth and development with improved access to services, facilities and public transport appropriate to twenty-first century living
- Minimises the release of greenfield land
- -Recognises the roles of Stockton, Billingham, Thornaby and Yarm
- Protects rural and suburban areas from development pressure, whilst maintaining the scope for limited sustainable growth in these areas to support vitality and viability.

Sufficient land exists to meet the development needs of the Borough to 2021. Exceptions to this concentration strategy will be in terms of the development of employment land for the chemical industry (Seal Sands), for prestige employment uses at Wynyard (where there is an extant planning permission) and for airport-related growth associated with Durham Tees Valley Airport (also with an extant planning permission).

This option would most closely conform with the Locational Strategy of the emerging Regional Spatial Strategy for the North East, and the Regional Economic Strategy, in that it:

- Concentrates the majority of new development in the conurbation, particularly within the Core Area (Regional Spatial Strategy Policy 5 Locational Strategy)
- Gives priority to the regeneration of both banks of the Tees between Stockton and Middlesbrough (Regional Spatial Strategy Policy 7 Tees Valley City Region)
- Reduces the need to travel by focusing development in urban areas that have good access to public transport, cycling and pedestrians, and provides the opportunity to minimise the impact of the movement of people and goods on the environment and climate change (Regional Spatial Strategy Policy 11 Connectivity and Accessibility)

This option focuses development within to river corridor. A Strategic Flood Risk Assessment has been undertaken and this will guide objective assessments relating to land allocations. It will inform the Sustainability Appraisal and subsequently the selection of sites to be allocated. There is sufficient scope within the core urban area to meet future requirements without compromising flood risk considerations.

Using the Sustainability Appraisal matrix, Option 1 was found to be the most sustainable of those under consideration. Although this involves emphasis on the River Tees corridor, and particular attention will need to be paid to flooding and flood risk issues, the presence of the Tees is valued as a key asset, and is central element of the Stockton-Middlesbrough Initiative and the Council's regeneration strategy.

Focussing development in the Core Urban Area is particularly supportive of achieving high and sustainable levels of employment and economic growth, improving the vitality and viability of defined retail centres, and protecting the Borough's rural landscape. It is uncertain, however, what impact this option might have on the Borough's ground, river and sea waters, protecting local biodiversity and waste production. Although this option aims to reduce the need to travel and promotes accessibility to services and facilities, the overall impact on local air quality is

CORE STRATEGY PREFERRED OPTIONS

uncertain. In relation to reducing the risk of flooding, the conclusion reached is that there is sufficient scope to meet future requirements without compromising flood risk considerations providing individual sites take account of the Strategic Flood Risk Assessment.

Option 2. The majority of development focused on the main town and district centres.

Table 2 Distribution of Housing Development under Option 2

Area	Phase	2004 - 2011	2011 - 2016	2016 - 2021
Core Area		25%	25%	20%
Billingham		5%	11%	20%
Stockton (outside Core Area)		22%	10%	15%
Thornaby		13%	11%	20%
Yarm and Eaglescliffe		5%	10%	20%
Ingleby Barwick		23%	25%	5%
Rural Development within limits		1%	0%	0%
Rural Development outside limits		4%	8%	0%

This option would result in the development needed to meet the Borough's growth being dispersed amongst the four main settlements of Stockton, Billingham, Thornaby and Yarm. Priority would be given to brownfield sites which support regeneration. Development will provide an opportunity to regenerate these communities, to address deprivation issues, to carry out environmental improvements and enable new infrastructure to be incorporated for the benefit of the local community.

However, this approach would not conform as closely to the City Region concept and would fail to prioritise sites within the river corridor where opportunity exists to capitalise on large areas of previously developed land to improve the economy of the Borough.

The advantages of this option are:

- Focus growth in areas which already have a good range of services and facilities
- Could provide a wider choice of sites
- Minimises the release of Greenfield land
- Protects rural areas, whilst allowing scope for limited sustainable growth to support vitality and viability.

This option shows less compatibility with the sustainability objectives than option 1 in the Sustainability Appraisal. Focusing development on within the four main settlements would still support the objective of improving the viability and vitality of the existing towns and, make best use of resources. However, the link between the

CORE STRATEGY PREFERRED OPTIONS

Regional Spatial Strategy and the Stockton-Middlesbrough Initiative objectives in regeneration of the economy through realising the potential within the river corridor is uncertain, as there is less emphasis on this approach. As with Option 1, the relationship with some of the sustainability objectives, such as air quality and water quality, is uncertain, due to the strategic nature of the proposal. Whilst reducing the pressure on land in the River Tees corridor, other water courses in the Borough for example, Billingham Beck and Lustrum Back could be affected.

Option 3 Development evenly distributed throughout the Borough i.e. a dispersed strategy for growth.

Table 3 Distribution of Housing Development under Option 3

Area	Phase	2004 - 2011	2011 - 2016	2016 - 2021
Core Area		25%	25%	20%
Billingham		5%	10%	15%
Stockton (outside Core Area)		22%	6%	15%
Thornaby		13%	10%	15%
Yarm and Eaglescliffe		5%	10%	15%
Ingleby Barwick		23%	25%	5%
Rural Development within limits		1%	6%	15%
Rural Development outside limits		4%	8%	0%

This option would result in development being dispersed throughout the Borough, on a range of brownfield and greenfield sites, to meet the area's needs. This could result in an unsustainable pattern of growth as there would not necessarily be a positive relationship between development and key services and facilities, or public transport routes. Spreading development throughout the Borough may not provide sufficient concentration of development to make viable the provision of new facilities, and may not be sufficient to attract the necessary investment to assist with regeneration.

It is likely that this option will provide a wider choice of development sites, particularly for housing, but this may reduce the opportunity to promote mixed communities which can provide a balance and choice of housing to suit everyone's requirements.

The Sustainability Appraisal of this option in relation to the sustainability objectives shows no clear compatibility. There is a conflict between some objectives, that is making better use of resources and more areas of uncertainty with regard to impact. Without a clear focus, it is uncertain as to the impact on vitality and viability of town centres, sustainable economic growth, access to jobs and services, air quality and climate change. Whilst reducing the pressure on land in the River Tees corridor, other water courses in the Borough, for example Billingham Beck and Lustrum Back could be affected.

Option 4. A market-led approach to development and growth.

CORE STRATEGY PREFERRED OPTIONS

Under this option, the location and type of development would be determined by market forces. This is an “unplanned” approach which would not give certainty or guidance to investors, developers or the general public. It is likely to place further demands on areas which are already under pressure for development. Sites would be “cherry-picked” for ease of development and maximising profit, and more challenging sites neglected. It would be difficult to adopt a coordinated approach to the provision of associated infrastructure. Pressure is likely to focus on the fringes of the built up area, on greenfield sites which would form “urban extensions”.

Of the four options, this showed clear conflict with a number of sustainability objectives, as shown in the Sustainability Appraisal. It is unlikely that this strategy would support the vitality and viability of the defined retail centres, provide for good accessibility to jobs, goods and services, or promote the use of sustainable transport modes. Therefore, the impact on air quality and climate change is uncertain. Similarly, the impact of this option on use of natural resources is uncertain.

What you told us

5.6 In developing policies for the Core Strategy, the main views were that:

- Development and growth should be concentrated in the core urban areas, particularly lending support to the Stockton Middlesbrough Initiative
- Ingleby Barwick needs recognition as a growing settlement
- Housing provision should aim to at least meet the provision of the Regional Spatial Strategy
- It is important to provide a range of house types, to achieve sustainable communities and support economic development
- A range of opportunities need to be provided for employment generation
- Both Durham Tees Valley Airport and the University of Durham’s Queen’s Campus, Stockton have important roles to play in diversifying the economic base
- New retail development should be steered towards existing town, district, local and neighbourhood centres
- Good public transport links should be a key factor in determining the location of future growth
- Provision of an integrated public transport system is important to support the regeneration of the area
- The protection of the built and natural environment should be a priority
- New development should contribute towards meeting the costs of providing additional infrastructure, services and facilities that become necessary as a result of that development
- Principles of sustainability should be integral to all development.

6. KEY STRATEGIC POLICIES

The Spatial Strategy

6.1 The Council’s Preferred Option is based largely upon Option 1 but includes elements of Options 2 and 3. The majority of housing development will be

CORE STRATEGY PREFERRED OPTIONS

focused in the Core Area, on previously developed land. However, as required, this can be complemented by other brownfield sites in the remaining urban area. Although more emphasis is given to employment generation in the Core Area, the remaining urban area will play a greater role here, in supporting existing employment sites, together with significant employment clusters and prestige employment sites, which fall outside the urban area. The Core Strategy Diagram illustrates the spatial distribution of development.

DRAFT CORE STRATEGY POLICY 1 (CS1)

SPATIAL STRATEGY

The Council's Preferred Option is to support the regeneration of the urban core by:

- 1. Ensuring that the majority of housing development takes place within the Core Area of the Borough. Priority will be given to previously developed land, with particular emphasis on projects which will help to deliver the Stockton-Middlesbrough Initiative and support Stockton town centre**
- 2. Ensuring that the remaining housing growth and development takes place in the remaining urban area, particularly in locations which support Billingham, Thornaby and Yarm as district centres.**
- 3. Continuing to implement neighbourhood regeneration projects such as Mandale, Hardwick and Parkfield.**
- 4. Promoting employment provision within the Core Area mixed use sites, particularly in the Greater North Shore area, and on the existing industrial estates of Teesdale, Bowesfield, Preston Farm Industrial Estate, Primrose Hill Industrial Estate, and Durham Lane Industrial Estate .**
- 5. Supporting regionally significant employment clusters at Billingham, Seal Sands, Wynyard and Haverton Hill**
- 6. Elsewhere, development within village limits will be small-scale, low key growth demonstrably necessary to maintain the vitality and viability of sustainable settlements and neighbourhoods.**
- 7. Supporting the provision of services and facilities which contribute towards the sustainability and vitality of Ingleby Barwick.**

In taking forward regeneration proposals along the river corridor and at Seal Sands, it will be necessary to ensure that there is no resulting adverse impact on the ecology necessary to maintain the Teesmouth and Cleveland Coast Special Protection Area/Ramsar site in a favourable condition.

CORE STRATEGY PREFERRED OPTIONS

Justification

The Core Area is shown on the Key Diagram. This includes the River Tees corridor within the built-up area, from the Bowesfield area in the south to the boundary with Middlesbrough in the east. The Core Area also includes the North Shore, a key regeneration site, and its environs, together with Stockton town centre, extending to include the Mount Pleasant area in the north and towards Lustrum Beck in the west.

This preferred option

- Reflects the approach set out in Regional Spatial Strategy for the North East, Regional Economic Strategy and Northern Way
- Supports the Tees Valley City Region Business Case;
- Supports the concept of the Stockton-Middlesbrough Initiative; and
- Will assist in implementing key aims of the Sustainable Community Strategy.

It will also achieve many of the Government's sustainability objectives, in that it will

- Promote urban regeneration
- Improve access to jobs, health care, education, shops, leisure and community facilities, open space, sport and recreation
- Focus development in existing centres
- Promote the re-use of previously developed land at the heart of the Borough.

Stockton Borough has an abundance of unused or under-utilised previously developed land, focused mainly within the river corridor, a legacy of industrial decline in the second half of the twentieth century. By focusing development here and also in a way that supports the roles of Stockton, Billingham, Thornaby and Yarm, the Council will be making best use of resources, thus minimising the need to make further allocations of greenfield land. Nearly 500 hectares of vacant land or derelict land and buildings was identified in the 2006 National Land Use Database statistics.

Focusing the majority of development in the Core Area will:

- Support the Stockton-Middlesbrough Initiative, through the development of sites such as North Shore and its environs, a key project within the Council's Regeneration Strategy, and a priority of the Council and a number of partner organisations
- Promote the development of the Green Blue Heart, a principal element of the Stockton-Middlesbrough Initiative. This will involve developing the potential of the River Tees and its hinterland between the two centres of Middlesbrough and Stockton, to provide opportunities for major environmental, leisure and sports assets, as well as providing a new and attractive setting for development.
- Assist with regeneration of Stockton town centre. This is recognised in the Regional Spatial Strategy as having an important role in servicing its hinterland, and as such will serve as the main focus for the development of town centre and other high trip generating uses.
- Allow Billingham, Thornaby and Yarm to maintain their supporting roles as district centres.

The spatial emphasis of employment generating development reflects the approach of the Regional Spatial Strategy, and the Council's Regeneration Strategy.

Concentrating and mixing development will improve accessibility to jobs and services. An environment will be provided which is conducive to improving public transport services and

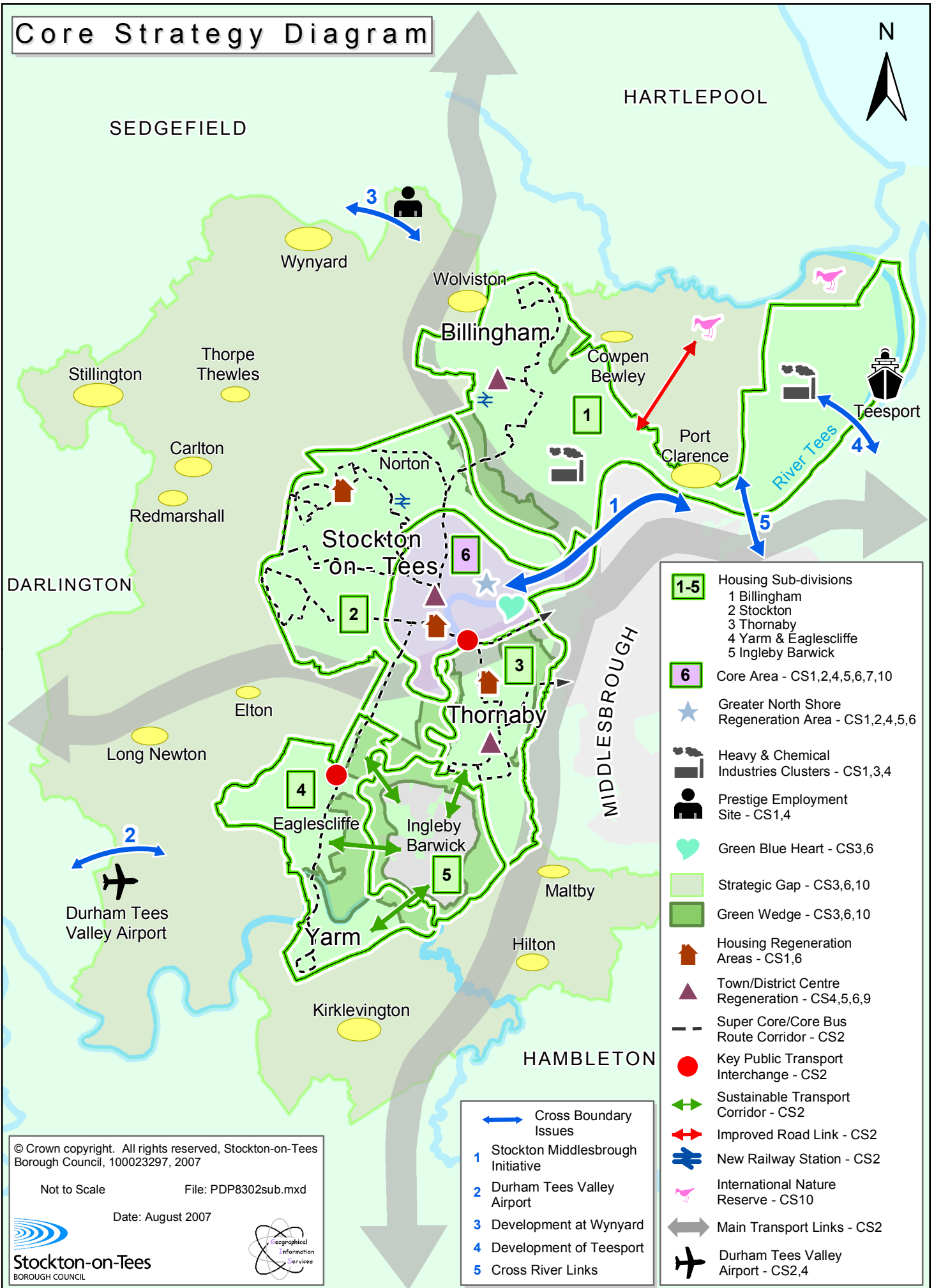
CORE STRATEGY PREFERRED OPTIONS

reducing the need for the use of the private car. Investment will be focused to bring maximum benefit to the Borough. The role of Ingleby Barwick, and the need to provide facilities and services to enhance the sustainability of the growing settlement is recognised. A Sustainable Village Study has been carried out to identify the rural villages where it is appropriate to allow further development to maintain and enhance their role in serving the rural population.

A comprehensive option appraisal of housing stock is to be undertaken. As part of this, the potential of future neighbourhood regeneration projects will be considered in relation to sites within Council ownership. The approach to be adopted will be consistent with the Government's Housing Green Paper "Homes for the future: more affordable, more sustainable", published in July 2007.

Details of the distribution of housing numbers and employment land are given in Core Strategy Policies 4 and 7, Economic Regeneration and Housing respectively.

Core Strategy Diagram



© Crown copyright. All rights reserved, Stockton-on-Tees Borough Council, 100023297, 2007

Not to Scale File: PDP8302sub.mxd

Date: August 2007

Stockton-on-Tees
BOROUGH COUNCIL

Geographical Information Services

- Cross Boundary Issues
- 1** Stockton Middlesbrough Initiative
- 2** Durham Tees Valley Airport
- 3** Development at Wynyard
- 4** Development of Teesport
- 5** Cross River Links

- 1-5** Housing Sub-divisions
 - 1 Billingham
 - 2 Stockton
 - 3 Thornaby
 - 4 Yarm & Eaglescliffe
 - 5 Ingleby Barwick
- 6** Core Area - CS1,2,4,5,6,7,10
- Greater North Shore Regeneration Area - CS1,2,4,5,6
- Heavy & Chemical Industries Clusters - CS1,3,4
- Prestige Employment Site - CS1,4
- Green Blue Heart - CS3,6
- Strategic Gap - CS3,6,10
- Green Wedge - CS3,6,10
- Housing Regeneration Areas - CS1,6
- Town/District Centre Regeneration - CS4,5,6,9
- Super Core/Core Bus Route Corridor - CS2
- Key Public Transport Interchange - CS2
- Sustainable Transport Corridor - CS2
- Improved Road Link - CS2
- New Railway Station - CS2
- International Nature Reserve - CS10
- Main Transport Links - CS2
- Durham Tees Valley Airport - CS2,4

CORE STRATEGY PREFERRED OPTIONS

Transport Issues

6.2 The implementation of the Council's spatial strategy is dependent on managing travel demand and improving public transport choice to reduce congestion and provide a viable alternative to the use of the private car. A "fit for purpose" integrated transport system is vital to support economic prosperity and growth. It is also fundamental to tackling issues of climate change and contributing to a reduction in carbon dioxide emissions. Improving transport networks is a key ambition of the Sustainable Community Strategy.

DRAFT CORE STRATEGY POLICY 2

TRANSPORT

The Council's Preferred Options is to improve accessibility and widen transport choice by:

- 1. Minimising the need to travel and reducing car dependency, by ensuring that all new development is adequately serviced by an attractive choice of transport modes, including public transport, footpaths and cycle routes to provide alternatives to the use of the private car**
- 2. Ensuring that all significant development proposals are supported by travel plans, which incorporate measurable targets to reduce the percentage of journeys made by car during peak periods and set out how additional traffic movements will be managed to ensure the increasing use of more sustainable forms of transport**
- 3. Protecting essential infrastructure that will facilitate sustainable freight movements, particularly by rail and water in the vicinity of Teesport**
- 4. Promoting and supporting initiatives related to the improvement of public transport both within the Borough and within the Tees Valley sub-region, including proposals for:**
 - i) The Tees Valley Metro**
 - ii) The "Super Core" and "Core" Route Corridors proposed within the Tees Valley Major Bus Schemes**
 - iii) Improved interchange facilities at the existing stations of Eaglescliffe and Yarm**
 - iv) The introduction of new railway stations at Old Billingham and Roseworth**
 - v) Pedestrian and cycle routes linking Ingleby Barwick with Thornaby, Preston Park, Eaglescliffe and Yarm, together with other necessary sustainable transport infrastructure**
- 5. Promoting improvements to the road network, in the following locations:**

CORE STRATEGY PREFERRED OPTIONS

- i) In the vicinity of Stockton, Billingham and Thornaby town centres, to support the regeneration of these areas;
- ii) To the east of Billingham (East Billingham Transport Corridor) to remove heavy goods vehicles from residential areas; and
- iii) To support the Stockton-Middlesbrough Initiative;

Or to facilitate development as a result of the following:

- iv) A19/A66/A174 Development Study;
 - v) Ingleby Barwick Traffic Study.
6. Supporting the implementation of a demand management strategy for the sub-regional road network, including the harmonisation of on and off-street car parking charges and consideration of the need for road user charging.
 7. Ensuring that the number of parking spaces provided for new developments does not exceed the levels set out in the Supplementary Planning Document “Parking Provision for New Developments”
 8. Working in partnership with the Highways Agency, Network Rail, other public transport providers, and neighbouring Local Authorities to improve accessibility within and beyond the Borough, in order to develop a sustainable transport network and to widen choice of modes of travel

In implementing transport proposals, it will be necessary to ensure that there is no resulting adverse impact on the ecology necessary to maintain the Teesmouth and Cleveland Coast Special Protection Area/Ramsar site in a favourable condition.

Justification

The successful regeneration of the Borough is inextricably linked with the provision of a “fit for purpose” transport infrastructure to support growth in population and economic activity. The regeneration of the Borough must deliver enhancements in accessibility whilst offsetting the impacts of congestion and minimising any adverse impacts on road safety and air quality. New centres of population need to be linked to the full range of services required, including jobs, retail, health education and leisure facilities. The Council, its partner organisations and the local bus operators are working together to develop a major public transport scheme, including new and improved highway infrastructure. Additionally, the potential for a “Tees Valley Metro system” based on an extensive upgrade of the existing heavy rail network within the sub-region, is being examined. Realisation of the Stockton-Middlesbrough Initiative will require major investment in improved transport infrastructure and associated demand management measures (the details of which have yet to be defined). Investment in the existing transport network will be necessary to facilitate regeneration. Improvements to the secondary road network will also be required, in order to increase capacity and control congestion on the A19/A66 trunk road network.

The strategic context for the development of transportation policies and proposals in the LDF is provided by a number of strategies and initiatives, principally

- Northern Way and Tees Valley City Region Development plan

CORE STRATEGY PREFERRED OPTIONS

- Regional Transport Strategy
- Regional Spatial Strategy
- Regional Economic Strategy
- Stockton-Middlesbrough Initiative
- Stockton Local Transport Plan.

The Sustainable Community Strategy highlights the following themes:

- Maximising the linkages between Stockton and the rest of the UK and beyond
- Putting in place improvements to public transport, to encourage reduced reliance on the private car
- Improving access to services, such as health facilities and town centre shopping
- Increasing the use of public transport and reducing road congestion
- Reducing the harmful effects of road travel.

The core aims of the long-term transport strategy are set out in the Stockton-on-Tees Borough Local Transport Plan 2006 – 2011. In realising these aims, the Council's policy seeks to

- Reduce the need to travel and improve accessibility to jobs, services and facilities as part of all future growth and development;
- Ensure that sustainable transport provision is woven into the fabric of all development;
- Manage the impact of transport on the quality of life of the local community, including air quality, noise issues, accessibility, road safety and congestion
- Provide a sustainable, integrated transport infrastructure capable of meeting the demands of a growing economy and population, both within the Borough and to other parts of the region and country.

Sustainable Living

6.3 Promoting sustainable living is also key to the borough's contribution to tackling climate change, and also balancing growth and prosperity with environmental considerations. The Council's approach seeks to reduce the impact of economic growth and development on the environment.

DRAFT CORE STRATEGY POLICY 3 (CS3)

SUSTAINABLE LIVING

The Council's Preferred Option is to address the impacts of climate change by putting sustainability at the heart of the spatial planning process by ensuring that:

- 1. New development makes a positive contribution to the local area, protecting and enhancing important environmental assets, responding positively to existing features of natural, historic, archaeological or local character, including hedges and trees, and including the provision of high quality public open space**

CORE STRATEGY PREFERRED OPTIONS

- 2. Development proposals are resource and energy efficient, both during construction and once implemented, through energy efficient design and materials, siting and orientation of buildings, and that developers work towards achieving zero carbon standards by 2016. New development should comply with the Code for Sustainable Homes and achieves Code Level 5, with the aspiration that by 2016 all new development will achieve Code Level 6 or meets the Breeam rating of “excellent”**
- 3. Developments incorporate on site renewable energy generation. The thresholds are as follows:**

Commercial development in excess of 1000 square metre floor space and residential developments of more than 10 dwellings are expected to provide:

Up to 2011: 15% of the predicted energy requirement to be sourced from on site renewable generation;

2012 until 2016: 25% of the predicted energy requirement to be sourced from on site renewable generation;

2016 – 2021: 50% of the predicted energy requirement to be sourced from on site renewable generation.

The Council’s overall aim is to reduce carbon dioxide equivalent by at least 8.75% below 2000 levels by 2012 (1.25% annual reduction target) and by a further 13.5% by 2021 (1.5% annual reduction target).

- 4. Facilities are provided in new developments to facilitate the reuse, sorting, recovery and recycling of waste in the following circumstances:**

Communal facilities:

- a) Developments of 50 or more houses, in accordance with the Planning Obligations Supplementary Planning Document**
- b) New developments, redevelopment or refurbishment of shopping centres or facilities where the floorspace of existing or new development amounts to 500 square metres or more**
- c) Major transport, leisure, tourist or community facilities; and**
- d) Appropriate smaller developments, which frequently attract a significant number of people (for example community or shopping schemes)**

Individual facilities:

- e) Facilities for screened storage and collection of refuse, including recyclable materials**

- 5. An environment is provided which is safe and feels safe, including the use of Secure by Design and Park Mark standards**

CORE STRATEGY PREFERRED OPTIONS

6. **Emphasis is on the development of “long life and loose fit” buildings, allowing buildings to be adaptable to changing needs**
7. **Water recycling and conservation measures, together with the use of sustainable urban drainage systems, are an integral part of all new development.**

As part of a Design and Access Statement, developers will be expected to submit a Sustainability Statement to demonstrate that principles of sustainable development have been applied. Additionally, a site waste management plan will be expected to demonstrate how waste arising from a proposal will be handled.

Justification

“Sustainable Development “ is the concept at the heart of the planning process today. In 2005, the UK Government published “Securing the Future” which contained five sustainable principles. These are living within environmental limits, ensuring a strong, healthy and just society, achieving a sustainable economy, promoting good governance and using sound science responsibly. In planning terms, the Core Strategy is the Council’s opportunity to progress towards the international and national objectives by designing policies that do not merely encourage environmental protection and enhancement, economic progress and social equity, but ensure that this happens.

Climate change is the most important issue worldwide in relation to the natural environment. However, changes need to take place locally before global change can take effect. Whilst the impact of climate change is mostly perceived as an environmental issue, there are equally challenging impacts on both social and economic issues. These have been highlighted in the Stern Review⁴ which warned that failing to act now would result in damaging economic growth. The emerging Regional Spatial Strategy for the North East outlines how climate change is now accepted as the key sustainability issue, and how preventative action is needed to reduce the amount of green house gas emissions and also adaptations are required to the design of buildings to counteract the increased risk of adverse weather.

Stockton Borough Council signed the Nottingham Declaration on Climate Change in November 2002 and in March 2007 adopted a Climate Change Action Plan, which contains a target to reduce carbon dioxide emissions by some 8.75% by 2012, a target supported by the Tees Valley Climate Change Partnership. The 1.5% reduction target takes on board the long-term aims of the Tees Valley Climate Change Strategy. The Regional Spatial Strategy sets targets for the overall percentage of renewable energy generation and use within the Borough.

Although the policy above relates specifically to actions designed to reduce climate change, to achieve the target the LDF needs to adopt a holistic approach to reducing climate change. Therefore, new development will be expected to demonstrate that it will not add any net carbon dioxide emissions over its lifetime, through applying a range of technologies. All proposals will be assessed against the sustainability objectives and indicators set out in the accompanying Sustainability Appraisal Report. The burden falls on the developer to prove compliance with Policy CS3, or to explain why it is unreasonable to expect the requirements

⁴ STERN REVIEW: The Economics of Climate Change, published 31 October 2006.

CORE STRATEGY PREFERRED OPTIONS

to be met. Targets set for individual developments for renewable energy generation are derived from the 50% target for 2021 figure contained in the Consultation Draft of the Climate Change Bill (March 2007), showing how the Borough will make progress towards reaching that target.

A sustainability check list tool, such as Check List South East, developed by the South East England Development Agency can provide guidance on what should be included in a Sustainability Statement. The Council will develop its own check list as part of the environment Development Plan Document.

The Economy

7.4 An economically successful Tees Valley with Stockton Borough at the heart, is a central component of the Sustainable Community Strategy vision. A strong local economy, with better jobs, increased economic activity and reduced unemployment will improve the quality of life for residents and enable the Borough to contribute more to the national economy.

Table 4 Regional Spatial Strategy Employment Requirement in Stockton Borough

	General Employment Land	Brownfield Mixed Use Land	Prestige Employment Sites	Airport Related Uses	Chemicals and Steel	Total
Total	235 ha	20 ha	70 ha	50 ⁵ ha	445 ha	325 ha

DRAFT CORE STRATEGY POLICY 4 (CS4)

ECONOMIC REGENERATION

In meeting the Borough's need for employment land to contribute to economic regeneration, the Council's Preferred Option is to

1. Provide sufficient sites within the Employment Land Portfolio to meet the requirement set out in the Regional Spatial Strategy in each of the Borough's sub areas as illustrated on the Key Diagram, as follows:
 - Core Area 60 hectares of general employment land
 - Thornaby 30 hectares of general employment land
 - Yarm and Eaglescliffe 40 hectares of general employment land
 - Stockton 15 hectares of general employment land
 - Billingham 30 hectares of general employment land
 - Billingham 280 hectares of land at Seal Sands and North Tees Pools reserved for the petrochemical, chemical and chemical processing industries
 - Billingham 80 hectares of land with river frontage, reserved for port-related industries, including large-scale engineering and ancillary industry`

⁵ 80 ha in total, split with Darlington Borough.

CORE STRATEGY PREFERRED OPTIONS

- **Billingham** **100 hectares of land reserved for uses which is suitable to occupy land within the Health and Safety Executive's consultation zone.**

- 2. Protect existing employment sites where they remain suitable for employment uses, unless the loss of floorspace would be outweighed by significant regeneration, or social or environmental benefits for the surrounding area**

- 3. Support the expansion of specialised industries in the following general locations**
 - i) Waste management technology and energy from waste installations at Billingham and Seal Sands, whilst having regard to the impact on the environment and local communities**
 - ii) Knowledge-based employment uses (including the development of a health care cluster) associated with Durham University's Queens Campus and expansion at North Shore**
 - iii) Storage and distribution (B8) where freight transport by rail and water can be utilised, and then on sequentially preferable sites**

- 4. Support, in principle, within environmental and amenity constraints, development proposals that will enhance the Borough's manufacturing base of renewable technologies;**

- 5. Protect and enhance the role of the River Tees corridor as a key economic driver, recognising the importance of a quality environment in attracting inward investment;**

- 6. Support growth in sustainable tourism through improvements and enhancements to the environment in key areas where this contributes towards the tourism offer, including**
 - i) The River Tees as a water sports destination**
 - ii) Saltholme Nature Reserve**
 - iii) The River Tees Heritage Park**
 - iv) Preston Park**
 - v) Recognition of sites important to the area's industrial heritage**

- 7. Support environmental improvements in the Haverton Hill/Seal Sands corridor, which is an important gateway to the International Nature Reserve at Teesmouth**

- 8. Fulfil the requirements of the Planning Obligations Supplementary Planning Document by requiring the implementation of a local skills development programme**

Justification

This Preferred Option

- Reflects the approach set out in Regional Spatial Strategy for the North East;

CORE STRATEGY PREFERRED OPTIONS

- Fits with One NorthEast's Regional Economic Strategy
- Will assist in implementing key aims of the Sustainable Community Strategy
- Links to the Neighbourhood Renewal Programme.

PPG4 Industrial, Commercial Development and Small Firms (1994) emphasises the need to reduce travel and encourages development in areas that can be served by more energy efficient modes of transport, such as rail or water (including coastal shipping).

Stockton's economic regeneration strategy focuses on supporting business and the development of enterprise to diversify the local economy, and aims to make the most of our existing communities, to make the best use of the work force and to make the most of the environment through re-use of previously-developed land, revitalisation of town centres and improving the image of Stockton via improved gateways and surroundings. Economically, Teesport plays an important role within the local and regional economy, and the River is an important resource for local industry. The figures for allocations reflect the situation at March 2007, taking into account land which already has planning permission for development.

Land for development at Wynyard and at Durham Tees Valley Airport already has the benefit of planning permission.

The availability of previously developed brownfield land is an asset to the Borough, but some areas, such as the Chemplex site, will need remediation before being capable of beneficial use, and will not be available during the early phases of the plan.

Through this policy, the Council aims to;

- Provide a range of opportunities for economic development
- Protect viable and attractive employment sites that are under increasing pressure for redevelopment for higher land values
- Support existing employment clusters which are important to the economy
- Promote the establishment of new enterprises, particularly where related to existing industries, assisting them to evolve with advancing technologies
- Capitalise of the presence of the River Tees, in supporting tourism-related businesses and providing a quality environment to attract investment
- Take advantage of opportunities to raise the quality of training and skills within the Borough
- Assist new small-scale businesses to become established in the Borough.

An employment land review is currently underway. Stage 1, an audit of existing employment land, is complete. Stage 2, forecasting future requirements, is being undertaken by consultants and is due for completion in October 2007. Using the Stage 2 results, Stage 3 will identify sites to be taken forward and allocated in the Regeneration Development Plan Document.

PPS 22 Renewable Energy (2004) requires local development documents to contain policies that are "designed to promote and encourage, rather than restrict, the development of renewable energies". The Borough already has an established energy from waste plant at Haverton Hill, and the Council is keen to support proposals from a range of renewable energy technologies. Besides the actual generation of renewable energy, there may be opportunities to explore the development of a manufacturing base for renewable technologies themselves.

It will be the role of the Regeneration Development Plan Document to identify sites for industrial and employment generating uses and to provide more detailed guidance on the implementation of this policy.

CORE STRATEGY PREFERRED OPTIONS

Town Centres

6.5 Vibrant and successful town centres make a vital contribution to economic regeneration. They are an essential resource for local communities, providing shopping, commerce and leisure facilities. Concentrating retail opportunities and other town centre uses in the town and district centres will provide and maintain attractive and accessible shopping facilities to meet the needs of the local population as a whole, and will protect and enhance the vitality and viability of the roles that the hierarchy of centres play towards the provision of retailing. Providing a choice of accessible shopping and town centre facilities will help to reduce the need to travel, especially by car.

DRAFT CORE STRATEGY POLICY 5

TOWN CENTRES

The Council's Preferred Options is to focus and promote proposals for retailing, as well as offices, commercial, leisure, culture, social and community facilities within:

- 1. Stockton town centre, as the Borough's main town centre. Proposals will be expected to protect and enhance the retail character and function of ground floor premises within the defined primary retail frontages. Other initiatives to support Stockton town centre will include:**
 - i) Improving the main approaches to the town via the Southern, Eastern and Northern Gateways, through creating new development opportunities and promoting environmental improvements**
 - ii) Promoting a balanced and socially inclusive cultural sector and 24-hour economy in the vicinity of Green Dragon Yard, and along the River Tees, including the Tees Barrage**
 - iii) Providing additional leisure opportunities through the extension of Splash, a central leisure and recreation facility.**

- 2. Billingham, Thornaby and Yarm, as district centres. Priority will be given to:**
 - i) Redeveloping Thornaby centre**
 - ii) Improving Billingham centre**
 - iii) Supporting Yarm in its more specialist niche role in providing higher order comparison goods.**

Elsewhere, within the local shopping centres of Billingham Green, Billingham, Myton Way at Ingleby Barwick, Norton High Street and High Newham Court in Stockton, and the neighbourhood centres, development will be promoted and supported provided that it complements and does not adversely impact upon the regeneration of the town and district centres, and where it is in accordance with PPS6.

CORE STRATEGY PREFERRED OPTIONS

The existing roles played by Teesside Park and Portrack Lane as out-of-centre sites will continue to be recognised, but further development will be restricted in these locations.

The reuse of upper floors above shops, particularly for residential purposes, will be encouraged, to support the viability and vitality of the centres.

Up to 2011, no further allocations for retail development will be made, as additional capacity can be met through committed developments and the occupation and reoccupation of vacant floorspace.

Justification

Core Strategy Policy CS5 sets out broad criteria to ensure that town centre development is of an appropriate scale, nature and function for its location to ensure the sustainable growth of the Core Area. Stockton will continue to perform as the principal centre of the Borough, providing retail facilities, business and financial services, leisure and cultural opportunities proportionate to its role. Provision of a food supermarket in the centre (which already has planning permission), together with the development of the Cultural Quarter will improve the range of facilities on offer. Encouraging the use of space above shops and other premises in the town centre, particularly for residential purposes, will help to make best use of space available, will provide additional homes and will help to bring life to the centre outside of the main shopping hours. The Regeneration Strategy places emphasis on improvements to the key “gateways” into the town, helping to improve the perception of the centre in addition to providing jobs, services and facilities as part of any redevelopment.

In supporting the district centres, upgrading of Thornaby and Billingham centres is vital. Proposals to redevelop Thornaby are progressing (due to be completed by 2009), and the revitalised retail centre with its upgraded environment will enable it to function more successfully as a district centre. Proposals to regenerate Billingham centre are being developed in consultation with the community, and upgrading of the retail offer and environment will help to improve its vitality and viability. It is anticipated that this should be completed by 2012). Yarm will continue to function as the third district centre, continuing to develop its more specialist niche role in providing higher order comparison goods.

The local centres and neighbourhood centres (Clifton Avenue, Kenilworth Road, Low Grange, Mill Lane, Station Road, Tunstall Avenue and Wolviston Road (all Billingham), Orchard Parade, Station Road, Sunningdale Drive (all Eaglescliffe), Beckfield Centre and Lowfields (Ingleby Barwick), Norton Road (north), Norton Road (central), Norton Road (south), and Surrey Road (all Norton), The Clarences at Port Clarence, together with Durham Road, Elm Tree Centre, Harper Parade, Hanover Parade, Marske Parade and Oxbridge Lane (all Stockton) complete the picture, providing a convenient and attractive network of supporting centres across the Borough. The Policy identifies the Borough-wide hierarchy to give a spatial representation of PPS6 sequential search requirement, as set out in paragraph 2.44..

In support of this direction, the Issues and Options consultation found 100% of respondents supported the Council's current approach to retail development, which is to focus on existing town and district centres.

The lack of need for additional retail floorspace in the short term is identified in the 2004 Retail Study. This considered the need for new comparison and convenience retail floorspace at 2006 and 2011. This study is currently being updated, looking longer term to 2021.

CORE STRATEGY PREFERRED OPTIONS

Provision of Facilities

6.6 Provision of and access to facilities underpin a number of Sustainable Community Strategy strands. Promoting health, well-being and achievement of children and young people involves good quality education and training facilities, together with chances for young people to enjoy culture, sport and leisure opportunities. Having timely and easy access to a range of health and social care services is a key issue for local people. Encouraging residents to live a healthy lifestyle involves the provision of facilities to encourage regular exercise taking and to maximise the opportunities provided by the natural landscape of the Borough to improve their health. The Borough has a rich heritage with potential to develop further museums and cultural assets. Culture is identified in the Sustainable Community Strategy as a cross cutting issue which underpins all aspects of life in the Borough.

DRAFT CORE STRATEGY POLICY 6

COMMUNITY FACILITIES

In order to support and enhance the sustainability of communities, the Council's Preferred Option is to ensure that the additional facilities provided to meet the needs of the Borough which:

- 1. Are accessible by means of transport other than the private car**
- 2. Remedy any demonstrable deficiencies in provision**
- 3. Take advantage of opportunities within the river corridor and the Green Blue Heart to widen the Borough's cultural, sport, recreation and leisure offer**
- 4. Protect and improve the quantity and quality of open space and recreation facilities throughout the Borough, in accordance with the Open Space and Landscaping Supplementary Planning Document**
- 5. Support the Borough's Building Schools for the Future Programme and other education initiatives**
- 6. Enhance existing facilities and encourage multi-purpose use to provide a range of services and facilities to the community at one accessible location**

New developments will be expected to provide settings for public art, to enhance the public realm for the benefit of residents and visitors alike.

Justification

Community facilities are an essential element in the creation of sustainable communities and include the following

CORE STRATEGY PREFERRED OPTIONS

- Schools, universities and other education and training facilities
- Libraries and community centres
- Doctors' surgeries, medical centres, hospitals and health centres
- Museums and art galleries
- Child care centres
- Sport and recreation facilities
- Parks, play areas and other green spaces
- Young people's centres
- Places of worship
- Police, fire and ambulance stations.

The Strategy seeks to provide a range of community facilities at the heart of every community. Community facilities can contribute to community cohesion and identity, and can also reduce the need to travel by providing easy access to multiple facilities.

The Council needs to take into account the plans of other providers. Strategies for the provision of health facilities through the Primary Care Trust, and schools, via the Building Schools for the future programme are still emerging, and land use implications are unknown at the present time.

Housing Provision

The Options

6.7 In proposing a policy to form the basis for allocating sites for residential development, the Council looked at three levels of provision to meet the Borough's needs. These were to provide sufficient allocations to meet the housing requirement set out in the Submission draft Regional Spatial Strategy; to provide sufficient allocations to meet the requirements set out in the Secretary of State's Proposed Modifications; or to provide a greater degree of flexibility as set out in Option 3.

Option 1. Meeting the housing requirement set out in the Submission draft Regional Spatial Strategy.

Phase	2004 - 2011	2011 - 2016	2016 - 2021	Total
Submission Proposal/annum	600	270	270	6900

6.8 At the end of March 2007, the Borough's housing supply was in the region of 8200 commitments. As it is likely that all these permissions will be implemented before 2021, restricting development to 6900 dwellings over the plan period would be difficult to achieve. This option will not provide a framework to concentrate increasingly on the regeneration of the core urban area.

Option 2. Meeting the requirements set out in the Secretary of State's Proposed Changes..

Phase	2004 - 2011	2011 - 2016	2016 - 2021	Total
Proposed Modifications	820	445	220	9065

CORE STRATEGY PREFERRED OPTIONS

Proposal/annum				
----------------	--	--	--	--

6.9 Commitments at the end of March 2007 leave scope for additional sites to come forward to meet the RSS proposals. However, when proposals in the pipeline, which relate to development within limits, are taken into account, the implications of this are that no further allocations will be required. Again, under this option, it will be difficult to bring forward additional sites to support the spatial strategy.

Option 3 Balancing the RSS and the requirements of PPS3 in the provision of future housing.

6.10 PPS3 sets the national policy framework for the provision of housing. The Statement stresses the importance of providing a sufficient quantity of housing taking into account need and demand and seeking to improve choice. Although the Core Strategy needs to be in general conformity with RSS, there needs to be flexibility within the system both to ensure a constant supply of land comes forward and to support the implementation of the regeneration strategy focused on the urban core. To ensure that RSS targets are met, and fulfil the aims of PPS3 and the Council's regeneration strategy, it is suggested that a "flexibility" element of 20% is considered. This option will allow sufficient scope to bring forward additional allocations to support the spatial strategy.

Phase	2004 - 2011	2011 - 2016	2016 - 2021	Total
Proposal/annum	820	640	410	10990

6.11 The scenario set out above assumes that a flexibility element of about 20% has been applied, and that any additional dwellings over and above RSS provision will come forward in the second and third phase of the plan.

6.12 The Council's Preferred Option is to provide sufficient flexibility in its housing allocations to support the spatial strategy and to bring forward additional allocations within the Core Urban Area i.e. Option 3.

DRAFT CORE STRATEGY POLICY 7 (CS7)

HOUSING DISTRIBUTION AND PHASING.

The Council's Preferred Options for the distribution and phasing of housing is to meet the Borough's housing needs by:

- 1. Managing the release of land for new housing consistent with:**
 - i) Supporting regeneration through the addition of a "flexibility" element of 20% above the indicative Regional Spatial Strategy allocation as follows:**

CORE STRATEGY PREFERRED OPTIONS

Phase	2004 - 2011	2011 - 2016	2016 - 2021	Total
Proposal/annum	820	640	410	10990

- ii) **The prioritisation and assessment of suitability and availability of sites through the Council’s Strategic Land Availability Assessment.**
- iii) **Delivering the remaining requirements for net additional housing completions within each of the Borough’s sub-areas, as illustrated on the Key Diagram, as follows:**

	2004 - 2011	2011 - 2016	2016 - 2021	2021- 2024
Core Area		305	890	1610
Billingham	0	190	250	150
Stockton	0	0	0	0
Thornaby	0	100	250	150
Yarm and Eaglescliffe	0	50	50	30
Ingleby Barwick	0	0	0	0
Rural area	0	14	0	0
Total (rounded)	0	660	1140	1940

Justification

This option is in general conformity with the Regional Spatial Strategy for the North East. The importance of the SMI is acknowledged through the addition of the 20% “flexibility” allowance to deliver the housing element of this key regeneration initiative.

The distribution of new housing development will increasingly reflect the priority attached to the Core Area as the main growth area and focus of regeneration.

The supporting roles and regeneration needs of Billingham and Thornaby are acknowledged. The supporting role played by Yarm is of less significance in respect of housing as Yarm does not have regeneration needs and the proposed allocation for the Yarm and Eaglescliffe sub-division is accordingly of a modest scale.

No new housing allocation is proposed for the Stockton sub-area. This acknowledges the lengthy existing housing supply pipeline for this sub area and the potential of the Core Area to meet Stockton’s needs as a whole. Table 5 provides more detail to explain the proposed distribution of new housing.

The Council is currently progressing a *Sustainable Villages* study. This is an assessment of the housing needs of the villages and their ability to support additional development in a sustainable way (i.e. do they provide travel alternatives to the private car and are adequate facilities such as shops and services available within the village). Should this study identify that a village or villages are able support additional development then the Council will consider raising the allocation to the rural sub-division within development limits.

CORE STRATEGY PREFERRED OPTIONS

Table 5 Proposed distribution and phasing 2004 to 2024						
	RSS Phase	2004 - 2011	2011 - 2016	2016 - 2021	2021-2024	
SUB AREA	Proposed by the Council per RSS phase	5,840 (rounded)	3,350 (rounded)	1,800 (rounded)	1,940 (rounded)	Total 2004-2021 10990 (rounded)
Core Area	already built (net)	63				4040
	with planning permission (net)	1089	774	120		
	Planning permission anticipated prior to adoption of Core Strategy	250	400	152		
	Proposed by the Council	0	305	890	1610	
	Total (rounded)	1400 (24%)	1480 (44%)	1160 (64%)	1500 (84%)	
Billingham	already built (net)	109				800
	with planning permission (net)	197	60			
	Proposed by the Council	0	190	250	150	
	Total (rounded)	300 (5%)	250 (7%)	250 (14%)	150 (8%)	
Stockton	already built (net)	417	0	0		1550
	with planning permission (net)	890	255	0		
	Proposed by the Council	0	0	0	0	
	Total (rounded)	1300 (22%)	250 (7%)	0 (0%)	0	
Thornaby	already built (net)	125				1300
	with planning permission (net)	679	152	0		
	Proposed by the Council	0	100	250	150	
	Total (rounded)	800 (13%)	250 (7%)	250 (14%)	150 (8%)	
Yarm & Eaglescliffe	already built (net)	77				400
	with planning permission (net)	242	0	0		
	Proposed by the Council	0	50	50	30	
	Total (rounded)	300 (5%)	50 (1.5%)	50 (3%)	30 (1.5%)	
Ingleby Barwick	already built (net)	463				2290
	with planning permission (net)	946	797	90		
	Proposed by the Council	0	0	0	0	
	Total (rounded)	1410 (23%)	800(24%)	90 (5%)	0	
Rural within development limits	already built (net)	7				90
	with planning permission (net)	58	0	0		
	Proposed by the Council	0	14	0	0	
	Total (rounded)	70 (1%)	20 (0.5%)	0 (%)	0	
Rural outside development limits	already built (net)	32				510
	with planning permission (net)	229	250	0		
	Proposed by the Council	0	0	0	0	
	Total (rounded)	260 (4%)	250 (7%)	0 (0%)	0	

A number of sites within the Core Area have been identified as having the potential to contribute towards the supply of housing and this assessment has informed the projected distribution of housing to the Core Area. The assessment of sites within the Core Area is ongoing and will feed into the Strategic Housing Land Availability Assessment (SHLAA).

CORE STRATEGY PREFERRED OPTIONS

Should additional sites within the Core Area be identified through the SHLAA the Council will consider proposing to raise the flexibility allowance from 20% in order to facilitate regeneration within the Core Area.

Table z projects the distribution and phasing of housing to 2024. This is beyond the period covered by the Regional Spatial Strategy (2004 – 2021) but Policy 30 – Dwelling Provision RSS Proposed Changes to the Draft Revision (May 2007) provides for the extrapolation of the annual average rate of provision based on the period 2004 to 2021. The Council has therefore extrapolated the annual average rate of provision based on its projected delivery of 10990 dwellings. Planning Policy Statement for housing (PPS3) requires a 15-year supply of housing to be demonstrated from the date of adoption of the Core Strategy (scheduled for 2009).

The base date for Table z is 31st March 2007. Additional commitments (planning permissions for housing) will be identified at subsequent housing monitoring updates (undertaken 6-monthly). It is possible that by submission of the Core Strategy there will be a significant number of additional dwellings committed through planning permissions.

The Council's approach is plan-led. No requirement for unplanned development (sometimes referred to as windfall development) is anticipated.

The Council's approach is supported by its housing trajectory / deliverability assessment. Using 31st March 2007 as a base date the Council has made an assessment of its housing supply. This assessment has had two objectives:

- to determine if there any planning permissions for housing development which there are grounds for believing may not be implemented. Where this is the case the Council has excluded them from its calculation of Stockton Borough's housing supply.
- to assess what proportion of the housing supply is "deliverable" (deliverable in this context means the number of dwellings that will be built over the period 1st April 2007 to 31st March 2012). This is because the maintenance of a "rolling" 5-year supply is an important objective of planning for housing.

This assessment showed that Stockton Borough has a deliverable supply of housing that exceeds the 5-year requirement. The assessment also found that the total supply is heavily "frontloaded". "Frontloading" means that the proportion that will be delivered over the period 1st April 2007 to 31st March 2012 is significantly greater than the requirement for that period (as stated in the emerging Regional Spatial Strategy for the North East). The housing trajectory graph shows this "frontloading". It is clearly essential that site allocations for housing support the regeneration priorities of the Borough.

The graphs overleaf illustrate the Council's housing and brownfield land trajectories at March 2007, based on existing commitments and sites which are likely to contribute to the housing supply. The housing trajectory shows the "frontloading" of supply referred to above. The brownfield trajectory shows that, to meet the Council's target for development on previously developed land, additional allocations identified in the Regeneration DPD will need to be brownfield.

CORE STRATEGY PREFERRED OPTIONS

Figure 2 Housing Trajectory

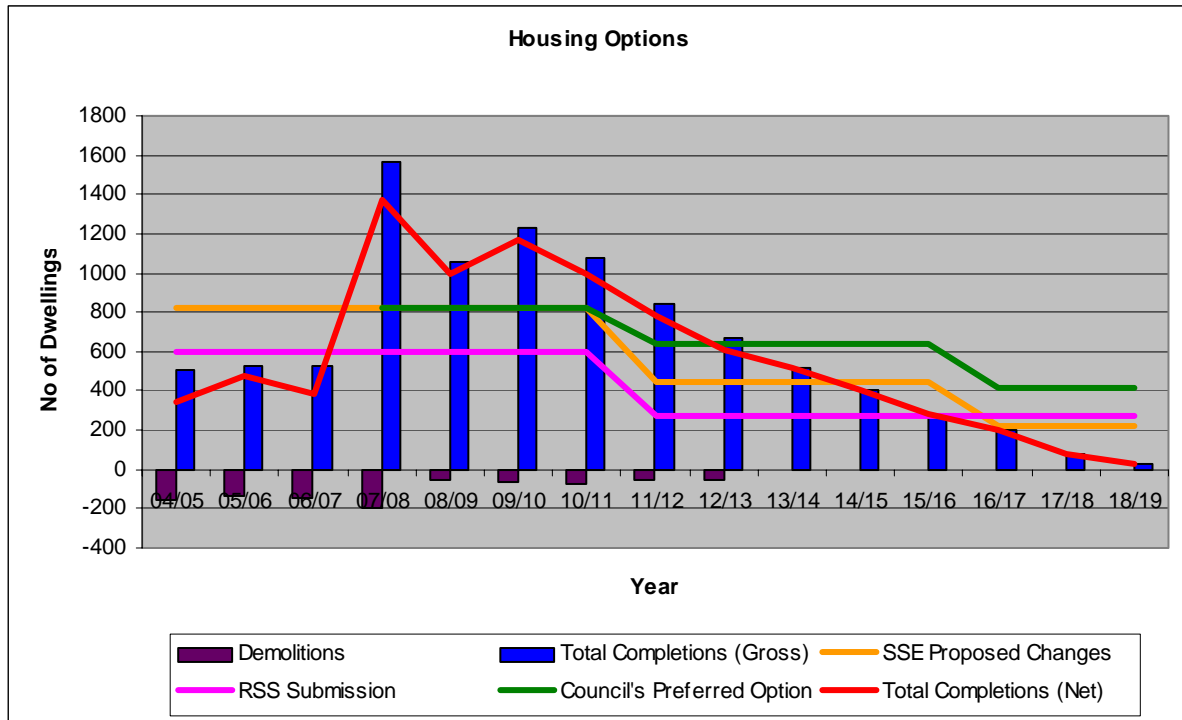
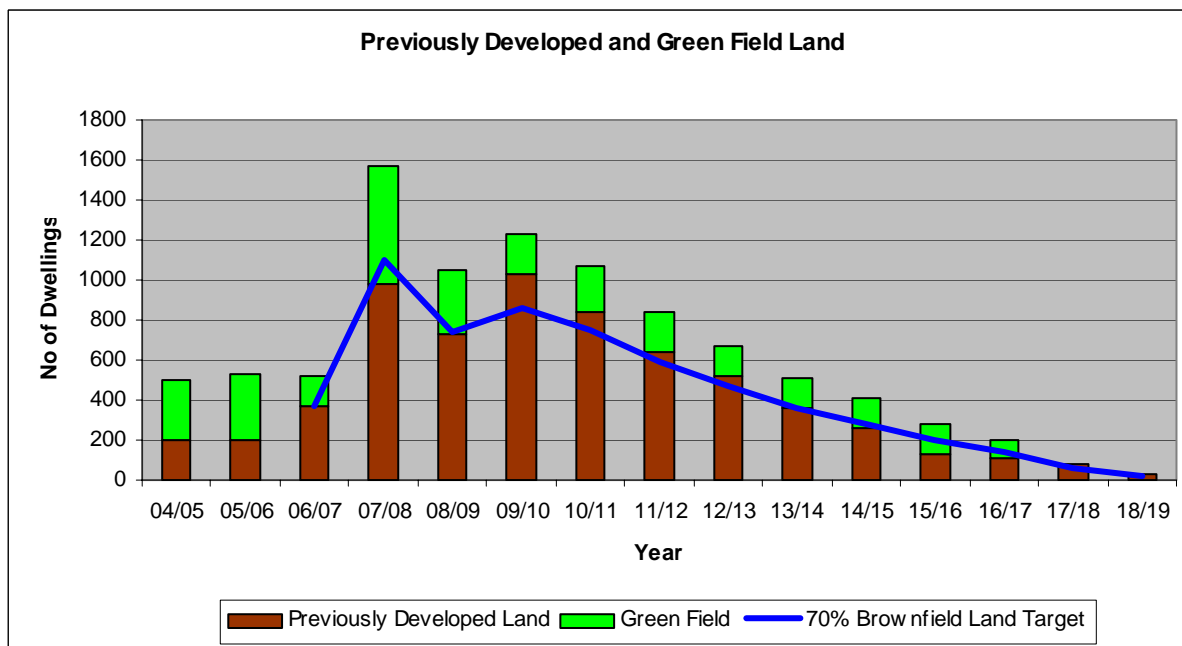


Figure 3 Brownfield Land Trajectory



It will be the role of the Regeneration Development Plan Document to identify sites for residential development and to provide more detailed guidance on the implementation of this policy.

CORE STRATEGY PREFERRED OPTIONS

DRAFT CORE STRATEGY POLICY CS8

HOUSING MIX AND AFFORDABLE HOUSING PROVISION

The Council's Preferred Option is to create sustainable residential communities by providing a mix and balance of good quality housing of all types and tenure in line with the findings of the Local Housing Market Assessment and the Strategic Housing Market Assessment through:

- 1. Renovating and improving the Borough's existing housing stock where sustainable and viable to do so and enhancing the surrounding residential environment**
- 2. Considering options, in consultation with local communities, for demolition and redevelopment schemes in areas of low demand, or where stock does not meet and is not capable of meeting local housing market needs**
- 3. Achieving a minimum density of 30 dwellings per hectare in most parts of the Borough. In locations with a high level of public transport accessibility such as Stockton, Billingham and Thornaby town centres higher densities will be appropriate. In other locations such as parts of Yarm and Eaglescliffe, which are characterised by mature dwellings and large gardens, a density lower than 30 dwellings per hectare may be appropriate.**
- 4. Ensuring that housing meets the requirements of special needs groups where there is a genuine and proven need and demand**
- 5. Requiring a minimum of 15% affordable housing provision on sites of over 15 dwellings in urban areas.**
- 6. Achieving the requirement for affordable housing in the rural parishes identified in the most recent Local Housing Assessment / Strategic Housing Market Assessment through the delivery of a "rural exception" site or sites.**
- 7. Giving a high priority, with regard to the provision of affordable housing, to:**
 - i) the delivery of two and three bedroom semi-detached affordable houses**
 - ii) the delivery of social rented accommodation within the context of the delivery of a range of affordable housing options**
 - iii) the use of sites in the Council's ownership, where current uses are no longer appropriate, to address any shortfall and to maintain a steady supply.**

The affordable housing requirement will be based on the gross developable area of each site. Where a developer wishes to develop an area, which is

CORE STRATEGY PREFERRED OPTIONS

part of a larger site, they will be required to make a proportionate affordable housing contribution.

Justification

The current Local Housing Assessment states the following:

- Future development should focus on two-bedroom semi-detached homes and two and four bedroom detached housing
- There appears to be a significant oversupply of one-bedroom dwellings
- The expressed demand by older people for two-bedroomed bungalows exceeds the supply
- The affordable housing need identified is currently 200 dwelling completions over 5 years.
- The greatest affordable housing need is for two and three bedroom semi-detached dwellings
- There is an overall shortage of social rented accommodation.

Although seeking a range of affordable housing options, it should be noted that given current income levels the Council would not encourage the delivery of shared ownership, as this is unaffordable for many households at the current entry-level property value.

The Local Housing Assessment / Strategic Housing Market Assessment will be updated and reviewed on a regular basis. Subsequent reviews could result in changes such as the following:

- Variations to the minimum percentage figure for affordable housing provision
- Changes to the type of affordable housing for which there is the greatest need
- A re-assessment of the Council's current discouragement of the shared ownership type of affordable housing

Should changes be appropriate then these would be implemented through revisions to the Planning Obligations SPD.

Two particular themes of the Issues and Options consultation and of consultations with the Partnership Boards that comprise the Local Strategic Partnership were the importance attached to the provision of special needs and affordable housing and the inappropriateness of high density flatted developments in parts of Yam and Eaglescliffe and in Norton (for example Junction Road).

The gross developable area will be based on the red-lined site boundary on a planning application. It will exclude major distributor roads and existing private driveways. It will include access roads within the site, car-parking areas serving the development, children's play areas and other areas of open space and landscape areas. In mixed developments incorporating other non-residential uses (e.g. a school, a crèche and offices) the area will be measured around the housing site and its access roads.

DRAFT CORE STRATEGY POLICY 9 (CS9)

PROVISION FOR GYPSIES AND TRAVELLERS

The Council's Preferred option is to:

- 1. Safeguard the existing Council site for gypsies and travellers at Bowesfield Lane unless the Council is satisfied that there is no longer a need for this provision**

CORE STRATEGY PREFERRED OPTIONS

2. Where a proven additional need exists for pitches, to ensure that suitable provision is made for gypsies and travellers, on both permanent and transitory sites, provided that:

- i) The site is within development limits, unless it is located at a traditional stopping point for gypsies and travellers**
- ii) The site is not within a green wedge or other area identified as protected open space**
- iii) The site is accessible to schools, shops, health care and other local facilities, and close to public transport**
- iv) Development is sensitive to adjacent land uses, and any significant adverse effects on surrounding residential and environmental amenities are acceptably minimised**
- v) The site has adequate infrastructure facilities**
- vi) A suitable highway access and adequate parking provision can be provided.**

Justification

Gypsies and travellers both live in the area and travel through it. Currently, there is one Council-administered site in the Borough, with 28 pitches. There are also a number of small private sites.

This policy takes into account the advice in Circular 01/06 Planning for Gypsy and Traveller Caravan Sites. The criteria set out will ensure that sites are suitable for the use proposed, with an acceptable impact on the local environment. They may not be purely residential but business activities on site are a potential source of environmental problems and can only be allowed within the limits specified.

The Council has already identified a need for a Transit (short stay) sites for travellers in the Borough as part of an overall approach to managing short stay travellers. Any additional need is likely to be assessed as part of a Tees Valley-wide study.

The Environment

6.13 Improving the local environment and quality of places across the Borough is a key strand in the Sustainable Community Strategy, under the theme of Environment, Housing and Neighbourhoods. Improving the built environment, and ensuring that residents feel pride and have a sense of belonging to the neighbourhood in which they live is part of the vision for the area. Developing parks and greens spaces is a key priority, as they are important natural resources for sport, play, culture, nature conservation and increasing biodiversity. The rural environment is equally important, both contributing to the economy of the area and providing a pleasant setting to the conurbation, with opportunities for recreation and leisure pursuits.

CORE STRATEGY PREFERRED OPTIONS

DRAFT CORE STRATEGY POLICY 10

ENVIRONMENTAL PROTECTION

The Council's preferred Option is to safeguard Stockton Borough's environmental capital by:

- 1. Protecting the character of the villages of Aislaby, Cowpen Bewley, Carlton, Elton, Grindon, Hilton, Kirklevington, Longnewton, Maltby, Redmarshall, Stillington, Thorpe Thewles and Wolviston**
- 2. Balancing the development of the heavy industrial base and economic diversification with the protection and enhancement of the biodiversity and landscape**
- 3. Maintaining the separation between settlements and to support urban regeneration by protecting and enhancing the openness of**
 - i) Strategic gaps between the conurbation (Stockton, Billingham, Thornaby and Yarm) and the surrounding towns and villages, and between Eaglescliffe and Middleton St George**
 - ii) Green wedges of**
 - River Tees Valley from Surtees Bridge, Stockton to Yarm**
 - Leven Valley between Yarm and Ingleby Barwick**
 - Bassleton Beck Valley between Ingleby Barwick and Thornaby**
 - Stainsby Beck Valley, Thornaby**
 - Billingham Beck Valley**
 - Between North Billingham and Cowpen Lane Industrial Estate**
 - iii) Urban open space and playing space**
- 4. Optimise conditions for wildlife by**
 - i) Securing and enhancing the integrity of designated sites**
 - ii) Maintaining, enhancing and adding to the biodiversity of sites of regional, local and geological interest**
 - iii) Ensuring that where habitats are created as a result of development, they are linked to existing wildlife corridors**
 - iv) Supporting the expansion of tree cover associated with the Tees Forest in addition to promoting the protection and enhancement of the associated biodiversity**
- 5. Direct new development towards areas of low flood risk (that is Flood Zone 1), as identified by the Borough's Strategic Flood Risk Assessment (SFRA). Where potential development sites include areas that are identified as being at risk (i.e. Flood Zones 2 and 3) and result in an increase in the vulnerability of people and property to flooding, the applicant will be expected to carry out a flood risk assessment.**

CORE STRATEGY PREFERRED OPTIONS

Justification

The Borough contains a network of designated and non-designated sites of wildlife interest. The Ramsar site, Special Protection Area (SPA), Sites of Special Scientific Interest (SSSI), Sites of Nature Conservation Importance (SNCI) and Local Nature Reserves (LNR) provide vital habitats of international, national, regional and local importance.

The River Tees is important to the Borough, both as a source of recreation, tourism and an economic driver, but also as a wildlife habitat. The Borough contains a number of waterways, which drain into the River Tees estuary, including the River Leven, Billingham Beck, and Lustrum Beck. The Tees Barrage has resulted in a healthier environment, and also allowed the creation of the international standard canoeing course. Along the river, there are various sites of wildlife importance, including the Teesmouth and Cleveland Coast Special Protection Area/RAMSAR site, the designation of which reflects the importance of the site for waterfowl which feed and roost in internationally important numbers..

Developing a strategic approach to green infrastructure would recognise its multi-functional role and a “joined-up” approach to its planning and management will address numerous environmental, social and economic objectives. One of the greatest challenges faced by Stockton Borough is to create attractive places and an environment with the quality of life which makes people want to stay and attracts investment and entrepreneurs. Green infrastructure is a key element in helping achieve the economic and sustainable vision. The Tees Valley Green Infrastructure Strategy provides the wider context.

As the Borough is situated within the Tees Valley, flooding and flood risk, and the quality of surface and ground water is an issue for the Borough. Economically, Teesport plays an important role within the local and regional economy, and the River is an important resource for local industry. The Borough’s Strategic Flood Risk Assessment (SFRA) provides a detailed assessment of the flooding issues within the Borough. The SFRA provides a greater understanding of Flood Risk for the whole of the Tees catchment.

From a flood risk perspective, all land uses are acceptable in Flood Zone 1, and flood risk is not considered to be a significant constraint to development. However, with regard to Flood Zones 2 and 3, developers will be required to submit Flood Risk Assessments (FRA), and developers should seek advice from the Environment Agency as to the specific requirements for assessment for development in Flood Zone 3. The FRA will need to assess the current level of flood risk as well as the level of flood risk following development. Further advice is given in the Stockton Borough’s Strategic Flood Risk Assessment.

DRAFT CORE STRATEGY POLICY 11 (CS11)

PLANNING OBLIGATIONS

When new development is proposed in sustainable locations, the Council’s Preferred Option is to:

- 1. Ensure that the impact of that development on existing infrastructure and the surrounding environment is taken into account by negotiating contributions towards the cost of providing infrastructure and of meeting social and environmental requirements, where necessary and directly related to the proposed development.**

CORE STRATEGY PREFERRED OPTIONS

The nature and scale of the contribution sought will be determined having regard to:

- a. the location, scale and form of the development**
- b. the capacity of the existing infrastructure provision**
- c. the potential impact of the development upon the surrounding area and facilities.**

The Council's approach to planning obligations is set out in the Planning Obligations Supplementary Planning Document.

Justification

To support the Government's drive for the creation of sustainable communities, and accessibility to services and facilities, it is only reasonable that development should bear the costs of any additional requirements for services and facilities which arise out of that development. The appropriate range and level of contributions will be assessed in a comprehensive manner, taking into account the above criteria and the strategic infrastructure requirements. Regard will be had to the provisions of Circular 05/2005, Planning Obligations, and further guidance is contained in the Planning Obligations Supplementary Planning Document.

CORE STRATEGY PREFERRED OPTIONS

Table 2 Other Strategies – the links.

Strategy	Key Objectives	Links with Core Strategy Objectives	Links with Core Strategy Policies
Other Tees Valley Strategies			
Stockton Middlesbrough Initiative	<ul style="list-style-type: none"> • Ensuring that the urban core is well connected, both internally and strategically • Creating and attracting high-quality city scale assets • Creating an vibrant and diverse urban core where people want to invest, live, work and visit • Linking landscape and water • Build on existing assets with the River Tees at its heart • Keeping the old industry and embracing the new to develop a new industrial landscape by harnessing the potential of the universities, skill base and land supply/infrastructure. 	Objectives 1,2, 3, 4,5,8,9,10, 11, 12	Draft Core Strategy Policy 1 Spatial Strategy Draft Core Strategy Policy 2 Transport Draft Core Strategy Policy 3 Sustainable Living Draft Core Strategy Policy 4 Economic Regeneration Draft Core Strategy Policy 5 Retail and Town Centre Uses Draft Core Strategy Policy 6 Community Facilities Draft Core Strategy Policy 7 Draft Core Strategy Policy 8
Tees Valley Green Infrastructure Strategy	To develop a network of green corridors and green spaces in the Tees Valley that <ul style="list-style-type: none"> • Enhance the quality of place and environment for existing and future communities and potential investors • Provide an enhanced environmental context for new development, regeneration projects, and housing market renewal and produces high quality design and developments • Creates and extends opportunities for access, recreation and enhancement of biodiversity 	Objectives 6, 8, 9, 11	Draft Core Strategy Policy 6 Community Facilities Draft Core Strategy Policy 10 Environmental Protection Draft Core Strategy Policy 11 Planning Obligations

CORE STRATEGY PREFERRED OPTIONS

Strategy	Key Objectives	Links with Core Strategy Objectives	
Other Tees Valley Strategies			
Tees Valley Biodiversity Action Plan	<ul style="list-style-type: none"> To support the UK Biodiversity Action Plan Objectives, in maintaining and enhancing international, national and local overall populations and natural ranges of species, habitats, ecosystems. 	Objective 8	Draft Core Strategy Policy 10 Environmental Protection
Tees Valley Business Case and Development Plan	<ul style="list-style-type: none"> To build on the economic assets of the City Region To improve the urban competitiveness and liveability of the Tees Valley 	Objectives 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12	Draft Core Strategy Policy 1 Spatial Strategy Draft Core Strategy Policy 2 Transport Draft Core Strategy Policy 3 Sustainable Living Draft Core Strategy Policy 4 Economic Regeneration Draft Core Strategy Policy 5 Retail and Town Centre Uses
Middlesbrough LDF	<ul style="list-style-type: none"> To recognise the Tees Valley city region and identify the SMI as the location provide a dynamic city-scale urban centre for the city region and its economy To improve connectivity within the Tees Valley city region To maximise the benefits to be gained from natural resources, including the leisure and regeneration potential of water assets such as the Tees corridor 	Objectives 2, 3, 4, 5, 6	Draft Core Strategy Policy 1 Spatial Strategy Draft Core Strategy Policy 2 Transport Draft Core Strategy Policy 3 Sustainable Living Draft Core Strategy Policy 4 Economic Regeneration

CORE STRATEGY PREFERRED OPTIONS

Other Stockton Borough Council Strategies			
Local Transport Plan 2006 - 2011	<ul style="list-style-type: none"> • To improve opportunities for all to access health, education, jobs, leisure and food outlets • To reduce the rate of traffic growth in the Borough • To improve transport's contribution to our community's quality of life 	Objectives 5, 6	Draft Core Strategy Policy 1 Spatial Strategy Draft Core Strategy Policy 2 Transport Draft Core Strategy Policy 3 Sustainable Living Draft Core Strategy Policy 6 Community Facilities
Regeneration Strategy 2007 - 2021	<ul style="list-style-type: none"> • Physical regeneration focused on the river corridor • Economic regeneration • Vibrant town centres • Vibrant neighbourhoods • Delivering design quality • "Fit for purpose" transport infrastructure 	Objectives 1, 2, 3, 4, 5, 6, 7, 8, 9, 10,11, 12	Draft Core Strategy Policy 1 Spatial Strategy Draft Core Strategy Policy 2 Transport Draft Core Strategy Policy 3 Sustainable Living Draft Core Strategy Policy 4 Economic Regeneration Draft Core Strategy Policy 5 Retail and Town Centre Uses Draft Core Strategy Policy 6 Community Facilities Draft Core Strategy Policy 7 Draft Core Strategy Policy 8 Draft Core Strategy Policy 10 Environmental Protection Draft Core Strategy Policy 11 Planning Obligations
Housing Strategy 2005 - 2008	<ul style="list-style-type: none"> • Delivering quality and choice in the housing market • Promoting safe and sustainable communities • Being proactive in reducing inequalities • Delivering modern, customer focused service • 	Objectives 1, 7, 11, 12	Draft Core Strategy Policy 3 Sustainable Living Draft Core Strategy Policy 6 Community Facilities Draft Core Strategy Policy 7 Housing Draft Core Strategy Policy 8 Draft Core Strategy 9 Provision for Gypsy and Travellers

CORE STRATEGY PREFERRED OPTIONS

Climate Change Action Plan 2007 - 2012	<ul style="list-style-type: none">• To reduce greenhouse gases emission from within the Borough area through reducing energy use, better waste management, the use of sustainable transport and green procurement	Objectives 8, 10, 11	Core Strategy Policy 2 Transport Core Strategy Policy 3 Sustainable Living
--	---	----------------------	---

CORE STRATEGY PREFERRED OPTIONS

9. Monitoring Framework and Implementation Plan.

Monitoring Framework

9.1 The spatial strategy and core policies of the document are based on information currently available. The Core Strategy must be flexible enough to respond to changing needs and circumstances, nationally, regionally and at the local level. Monitoring will assess its effectiveness in delivering the vision and spatial objectives, and in implementing the spatial strategy. A monitoring framework will be established, which will be incorporated into an Annual Monitoring Report (AMR). This will indicate the extent to which the strategy is being successful, and to identify any changes required if a policy is not working or if targets are not being met.

9.2 Indicators have been developed which provide a consistent basis for monitoring the performance of the strategy against spatial objectives. These include Core Output Indicators as required by Government; and local indicators to reflect the Borough's particular circumstances. Indicators have also been chosen to provide a brief guide to overall progress and concentrate on strategic outcomes for the area. These largely reflect the key indicators chosen to monitor the Sustainable Community Strategy and the Key Lines of Enquiry for Comprehensive Performance Assessment. A monitoring and implementation framework is set out overleaf.

9.3 This document is accompanied by two other documents:

- a formal Sustainability Appraisal report, considering the social, environmental and economic effects of the proposals, particularly in terms of measuring the contribution towards achieving sustainable development
- an Appropriate Assessment to establish the effect of plans and policies on sites in the area which are of European importance for nature conservation.

CORE STRATEGY PREFERRED OPTIONS

Implementation Plan

Policy	Potential Implementation Frameworks	Lead Agencies	Resource Implications	Target/Indicator
Core Strategy Policy 1 Spatial Strategy	Regeneration DPD Environment DPD Supplementary Planning Documents Determining Planning Applications	SBC TVR ONE Developers Landowners Stockton Renaissance and the Area Partnership Boards	Within Existing Budgets	Adoption of DPDs and SPDs in line with the dates schedule set out in the LDS
Core Strategy Policy 2 Transport	Regeneration DPD Local Transport Plan Sustainable Travel and Transport Strategy Development Briefs Greater North Shore Master Plan Planning Obligations SPD	SBC HA Network Rail Public Transport Providers Neighbouring LAs Land Owners Developers	Within Existing Budgets	Adoption of DPDs and SPDs in line with the dates schedule set out in the LDS; % LTP schemes implemented; No. Travel Plans Approved
Core Strategy Policy 3 Sustainable Living	Regeneration DPD Environment DPD Climate Change Action Plan Air Quality Strategy Community Safety Plan Joint Minerals and Waste DPDs Planning Obligations SPD Residential Design Guide	SBC Developers Police Architectural Liaison Officer	Within Existing Budgets	Adoption of DPDs and SPDs in line with the dates schedule set out in the LDS; 100% 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 centre; On-site energy generation;

CORE STRATEGY PREFERRED OPTIONS

				Reduction in CO2 equivalent emissions to meet the 1.25% annual reduction targets (measured as an average reduction over 5 years);
Core Strategy Policy 4 Economic Regeneration	Regeneration DPD Regeneration Strategy Determining Planning Applications Commercial Improvement Study	SBC Developers Private Businesses Landowners	Within Existing Budgets	Adoption of DPDs and SPDs in line with the dates schedule set out in the LDS
Core Strategy Policy 5 Retail and Other Town Centre Uses	Regeneration DPD Regeneration Strategy Determining Planning Applications Commercial Improvement Study Town Centre Action Plans	SBC Developers Private Businesses Landowners Retailers Town Centre Managers	Within Existing Budgets	Adoption of DPDs and SPDs in line with the dates schedule set out in the LDS;
Core Strategy Policy 6 Community Facilities	Regeneration DPD Planning Obligations SPD Regeneration Strategy Museums Strategy Play Strategy Playing Pitch Strategy Determining Planning Applications	SBC Developers Landowners SRCGA Town Centre Managers British Waterways Theatre Trust DfES PCT	Within Existing Budgets	Adoption of DPDs and SPDs in line with the dates schedule set out in the LDS; Provision of open space within new housing developments
Core Strategy Policy 7 Housing	Regeneration DPD Residential Design Guide Housing Strategy Housing Investment Plan Older People's Strategy Supporting People Regeneration Strategy Planning Obligations SPD	SBC Landowners Developers RSLs and other Housing Providers Private Landlords CLG	Within Existing Budgets	Adoption of DPDs and SPDs in line with the dates schedule set out in the LDS; No. of dwellings completed in the Core Area; No. completions in other

CORE STRATEGY PREFERRED OPTIONS

	RSL Investment Programmes Neighbourhood Renewal Strategy Determining Planning Applications			defined areas; % development on previously developed land; No. affordable homes provided % affordable housing agreed on new housing sites of over 15 dwellings
Core Strategy Policy 8 Provision for Gypsies and Travellers	Regeneration DPD Housing Strategy Determining planning Applications	SBC Gypsy and Traveller Association Representatives of Gypsy and Traveller Communities	Within Existing Budgets	Adoption of DPDs and SPDs in line with the dates schedule set out in the LDS; No. of unauthorised sites; No. of permissions granted for new sites;
Core Strategy Policy 10 Environmental Protection	Regeneration DPD Environment DPD Environment Strategy Green Space Strategy Biodiversity Action Plan Determining Planning Applications	SBC EA Natural England Tees Valley Wildlife Trust Tees Forest Other environmental groups	Within Existing Budgets	Adoption of DPDs and SPDs in line with the dates schedule set out in the LDS; Condition of priority habitats against Natural England guidelines;
Core Strategy Policy Planning Obligations	Planning Obligations SPD Determining Planning Applications	Development Management Process	Within Existing Budgets	No. permissions with associated contributions;
Core Strategy Policy Design of New Development	Regeneration DPD Residential Design Guide SPD Open Space and Landscaping	Development Management Process	Within Existing Budgets	Adoption of SPDs in line with dates schedule set out in the LDS

CORE STRATEGY PREFERRED OPTIONS

	<p>SPD Determining planning Applications</p>			<p>No developments providing recycling facilities</p> <p>No developments incorporating SuDS</p> <p>No developments incorporating water recycling and water conservation measures</p> <p>No developments achieving Code Level 5 of the Code for Sustainable Homes, to increase to Code Level 6 by 2016</p> <p>No developments incorporating Secure by Design standards/Park Mark Standards</p> <p>Density of development</p>
--	--	--	--	---

CORE STRATEGY PREFERRED OPTIONS

CORE STRATEGY PREFERRED OPTIONS

Contact Details

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

Jane Elliott 01642 526053
email jane.elliott@stockton.gov.uk

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

Isabel Nicholls 01642 528557
email isabel.nicholls@stockton.gov.uk

Alternatively, the email address of the Development Plans Team is spatialplans@stockton.gov.uk.

The address for any correspondence is:

Rosemary Young
Spatial Planning Manager
Planning Services
Stockton Borough Council
Gloucester House
Church Road
Stockton-on-Tees
TS18 1TW

CORE STRATEGY PREFERRED OPTIONS

APPENDIX 1: THE SPATIAL STRATEGY AT THE LOCAL LEVEL.

Implications of the Core Strategy for each Area Partnership Board.

CORE STRATEGY PREFERRED OPTIONS

The Spatial Strategy at the Local Level.

IMPLICATIONS OF THE CORE STRATEGY FOR EACH AREA PARTNERSHIP BOARD.

The Central Area.

This area includes Stockton town, a large part of the river corridor included in the Stockton Middlesbrough Initiative (SMI) area, together with part of the Borough's Western rural fringe.

This part of the Borough will be the area where most change, growth and development will take place. Stockton town will retain its role as the borough's main centre, providing higher order shops, services and facilities to serve the Borough as a whole. Focus will be on key regeneration sites such as North Shore, and existing initiatives will be built upon. The presence of large areas of previously developed land provides the opportunity to transform the river corridor and to provide a high quality environment for sustainable urban living. The Council and its partners will place emphasis on:

- Regeneration and development of previously developed sites, particularly those that are part of the SMI concept, including the North Shore area
- Regeneration of Stockton Town Centre, including implementation of the Gateway projects, to reinforce its role as the main settlement in the Borough and top of the retail hierarchy
- Development of an evening economy within the town centre, including focus on the Green Dragon Yard area
- Expansion of the university to the northern side of the river
- Continue development on general industrial and business estates
- Locating office development within the town centre
- Revitalisation of central housing areas
- Development of a light rail corridor linking Saltburn to Darlington via Stockton with associated upgrading of station facilities
- Improvements to the local transport infrastructure to relieve pressure on the trunk road network
- Maintain and improve the public transport network within and between Stockton and other areas within and outside the Borough
- Review and rationalisation of car parking provision
- Improved pedestrian links between the town centre and the riverside
- Focusing on the river and riverside area, between the Tees Barrage and Victoria Bridge, for leisure and recreation pursuits and the development of a restaurant/café-bar culture
- Development of leisure, recreation, and cultural activities within the Green Blue Heart, together with flagship projects illustrating what can be achieved through sustainable construction and energy efficiency/use of renewable energy
- Safeguarding and enhancing buildings, sites and areas of heritage and cultural importance
- Limited development in rural areas

CORE STRATEGY PREFERRED OPTIONS

- Safeguarding and improving sites of biodiversity, particularly along the River Tees and Lustrum Beck
- Encouraging tree planting and integrated habitat creation and management to support the Tees Forest Plan and Biodiversity Action Plan.

The Northern Area.

This area includes Billingham as the district centre, together with areas of traditional industrial land on the north side of the River Tees out to the chemical industrial cluster at Seal Sands on the coast, with a rural hinterland to the west.

This will be an area where some development, growth and regeneration will take place. Billingham will continue to fulfil its role as a district centre, accommodating growth proportionate to its function. Emphasis will be on maintaining and modernising the traditional heavy industries concentrated in the area, whilst capitalising on new technologies, together with upgrading the quality of the built and natural environment. The Council and its partners will place emphasis on:

- Regeneration and development to support Billingham's role as a district centre, particularly the upgrading of the centre and its facilities
- Developing the evolving role of the Borough's traditional industries, such as chemicals, as an integral part of the economic base
- Exploring and developing the area's potential for diversifying the economic base through new technologies, such as the generation of renewable energy, through water, wind, biomass and energy from waste, the creation of a regionally significant recycling facility and the development of associated manufacturing industries
- Promotion of the area as a location for industries which support the development of Tees Port
- Development of leisure, recreation, and cultural activities within the Green Blue Heart, together with flagship projects illustrating what can be achieved through sustainable construction and energy efficiency/use of renewable energy
- Maintain and improve the public transport network within and between Billingham and other areas within and outside the Borough and encourage the upgrading of rail freight links to Tees Port
- Improving the road network to the east of Billingham to remove heavy goods vehicles from residential areas
- Remediation and rehabilitation of derelict and underused land
- Safeguarding and enhancing buildings, sites and areas of heritage and cultural importance
- Enhancement of cultural, leisure and recreation facilities
- Protection and enhancement of the International Nature Reserve at Seal Sands and associated areas
- Limited development in the rural areas

CORE STRATEGY PREFERRED OPTIONS

- Safeguard and improve sites of biodiversity, particularly along the river Tees, at Teesmouth, along Billingham Beck and within the green wedges
- Encouraging tree planting and integrated habitat creation and management to support the Tees Forest Plan and Biodiversity Action Plan.

The Eastern Area

This comprises the older settlement of Thornaby, together with the new community of Ingleby Barwick.

This will be an area where some development and regeneration will take place. As with Billingham, Thornaby will continue to fulfil its traditional role as a district centre, serving a more local population. At Ingleby Barwick, emphasis will focus on supporting the provision of facilities necessary to sustain the growing community.

The Council and its partners will place emphasis on:

- Regeneration of the river corridor, in support of the SMI concept
- Development of leisure, recreation, and cultural activities within the Green Blue Heart, together with flagship projects illustrating what can be achieved through sustainable construction and energy efficiency/use of renewable energy
- Redevelopment of Thornaby centre, together with other development of a scale and nature which supports the role of the town as a district centre
- Continue development on general industrial and business estates
- Encourage the expansion and development of the university's role in education and training, economic diversification
- Improvement of the vehicular links into the town centre; development of a light rail corridor linking Saltburn to Darlington via Thornaby, with associated upgrading of station facilities
- Maintain and improve the public transport network within and between Thornaby, Ingleby Barwick and other areas within and outside the Borough
- Investigation and support for ways of improving traffic circulation at Ingleby Barwick
- Improving pedestrian links across the river Tees and the Leven
- Improving links to outdoor leisure and recreation activities and open space
- Provision of facilities to support the sustainability of Ingleby Barwick as a community
- Completion of residential development at Ingleby Barwick
- Rationalisation of housing stock in Thornaby
- Very limited development in the rural areas
- Safeguarding and enhancing buildings, sites and areas of heritage and cultural importance

CORE STRATEGY PREFERRED OPTIONS

- Safeguard and improve sites of biodiversity, particularly along the river Tees, the Leven and within the green wedge
- Development of the River Tees Heritage Park
- Encouraging tree planting and integrated habitat creation and management to support the Tees Forest Plan and Biodiversity Action Plan.

The Western Area

This area contains the settlements of Preston, Eaglescliffe and Yarm, with rural areas to the south and west. Durham Tees Valley Airport, on the border with Darlington, is an additional asset.

This will be an area where more limited development is likely to take place. Yarm will retain its role as a district centre, building on its niche role in the provision of high quality retail facilities. However, opportunities for further development here may be limited by environmental considerations, in terms of its historic fabric and constrained setting. The Council and its partners will place emphasis on:

- Investigation and support for ways of improving traffic circulation in Yarm
- Maintaining the viability and vitality of Yarm as a district centre with a niche role in the retail market
- Development which respects the scale and nature of Yarm as a district centre, and respects its character
- Maintain and improve the public transport network within and between Yarm and Eaglescliffe and other areas within and outside the Borough
- Transport infrastructure improvements/ public transport connections to Durham Tees Valley Airport; together with the development of a light rail corridor linking Saltburn to Darlington with associated upgrading of station facilities
- Expansion of Durham Tees Valley Airport, mainly for airport related uses
- Supporting measures to upgrade Eaglescliffe Station in terms of accessibility and the environment in recognition of the new Sunderland – London rail route
- Limited development in rural areas
- Promoting the potential for river-based tourism, leisure and recreation facilities
- Safeguarding and enhancing buildings, sites and areas of heritage and cultural importance
- Enhancing Preston Park as a tourist venue
- Safeguard and improve sites of biodiversity, particularly along the river Tees and within the green wedge
- Encouraging tree planting and integrated habitat creation and management to support the Tees Forest Plan and Biodiversity Action Plan
- Development of the River Tees Heritage Park.