

Stockton-on-Tees
BOROUGH COUNCIL

APPENDIX A

CORE STRATEGY DEVELOPMENT PLAN DOCUMENT PROPOSED SUBMISSION DRAFT

STOCKTON ON TEES LOCAL DEVELOPMENT FRAMEWORK

July 2008

FOREWARD

This document sets out Stockton Borough Council's overarching policies for how the Borough will develop over the next 15 years, to 2024.

The Council has considered different options and consulted widely on them. The response from residents and stakeholders has been a key element influencing the Council's choice.

The Council has decided to focus development in the most sustainable location, the core area, which includes Stockton town centre and the riverside area from Bowesfield to the boundary with Middlesbrough. The supporting roles of Billingham, Thornaby and Yarm are also recognised. By concentrating on regeneration of the urban area, together with the protection and enhancement of the rural fringes and important areas of open space between and within settlements, we hope to continue to meet the needs and aspirations of those who live or work in, or visit the Borough.

The Council has now published its Core Strategy, prior to submitting it to the Secretary of State for public examination in Spring 2009. Through earlier consultation exercises, we hope that we have reached a good level of consensus about how to plan the Borough's future.



Councillor Ken Lupton
Leader of the Council



Councillor Robert Cook
Portfolio Holder for Regeneration and
Transport.

TABLE OF CONTENTS

1.0	INTRODUCTION.....	1
	Supporting Documents	1
	What is the purpose of this report?	2
	Why might it affect me?	2
	Community Involvement	2
	How to Comment.....	2
2.0	STOCKTON BOROUGH – PAST AND PRESENT	5
	Area Map	7
3.0	STRATEGIC CONTEXT FOR THE CORE STRATEGY	8
	National Planning Guidance	8
	Regional Planning Guidance	8
	Sustainability Appraisal.....	8
	Appropriate Assessment.....	8
	Our Options	9
4.0	VISION.....	11
5.0	OBJECTIVES.....	13
	Table 1 Core Strategy: The Links	17
6.0	THE SPATIAL STRATEGY.....	19
	CORE STRATEGY POLICY 1 (CS1) – THE SPATIAL STRATEGY.....	19
	Justification.....	20
7.0	TRANSPORT	22
	CORE STRATEGY POLICY 2 (CS2): SUSTAINABLE TRANSPORT	22
	Justification	23
8.0	SUSTAINABLE LIVING.....	25
	CORE STRATEGY POLICY 3 (CS3): SUSTAINABLE LIVING	25
	Justification.....	26
9.0	THE ECONOMY	28
	CORE STRATEGY POLICY 4 (CS4): ECONOMIC REGENERATION	28
	Justification.....	29
10.0	TOWN CENTRES.....	32
	CORE STRATEGY POLICY 5 (CS5): TOWN CENTRES.....	32
	Justification.....	33
11.0	PROVISION OF FACILITIES	35
	CORE STRATEGY POLICY 6 (CS6): COMMUNITY FACILITIES.....	35
	Justification.....	35
12.0	HOUSING	37
	CORE STRATEGY POLICY 7 (CS7): HOUSING DISTRIBUTION AND PHASING ...	37
	Justification.....	38
	Figure 2 Housing Trajectory	41

Figure 3 Previously Developed Land Trajectory	42
CORE STRATEGY POLICY 8 (CS8): HOUSING MIX AND AFFORDABLE HOUSING PROVISION	43
Justification	44
CORE STRATEGY POLICY 9 (CS9): PROVISION FOR GYPSIES AND TRAVELLERS AND TRAVELLING SHOWPEOPLE	47
Justification	47
13.0 THE ENVIRONMENT	49
CORE STRATEGY POLICY 10 (CS10): ENVIRONMENTAL ENHANCEMENT	49
Justification	50
14.0 PLANNING OBLIGATIONS	52
CORE STRATEGY POLICY 11 (CS11): PLANNING OBLIGATIONS	52
Justification	52
15.0 FINDINGS OF THE SUSTAINABILITY APPRAISAL	54
Table 7 Other Strategies – the links	56
16.0 MONITORING FRAMEWORK AND IMPLEMENTATION PLAN	59
Monitoring Framework	59
Key targets	60
Implementation Plan	61
17.0 THE EVIDENCE BASE	65
18.0 LOCAL PLAN POLICIES TO BE REPLACED BY CORE STRATEGY POLICIES ..	66
19.0 CONTACT DETAILS	67

1.0 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, and is the key plan within the LDF. Based on the unique features and characteristics of the Borough, and taking account of other strategies and programmes which affect the area, especially Shaping Our Future, the Borough's Sustainable Community Strategy 2008 – 2021 (in future referred to simply as the 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 15 years, and how this will be achieved. Figure 1 Making the Links, on page 3, illustrates how the documents in the new framework fit together, and Planning Policy Statement 12: Creating Strong, Safe and Prosperous Communities through Local Spatial Planning provides further information on the nature of core strategies.

Supporting Documents

- 1.3 The Core Strategy is supported by four documents. They are the:
- Sustainability Appraisal
This combines the statutory requirement for all land use plans within the Local Development Framework to be assessed to ensure they contribute to sustainable development, with the Strategic Environmental Assessment required by EU Directive EC/2001/42;
 - Appropriate Assessment. An assessment of the impact of the Core Strategy on sites designated as of European importance for their nature conservation value. This is required by the 1997 Habitats Regulations, as amended by the Conservation (Natural Habitats) (Amendment) Regulations 2007, Schedule 1;
 - Consultation Statement, outlining the consultation processes undertaken in the preparation of the Core Strategy; and
 - Infrastructure Strategy, which sets out how and when proposals will be implemented, funding resources and responsibility for projects.
- 1.4 Copies of these documents are available at:

Planning Services Reception
Gloucester House
72 Church Road
Stockton on Tees, TS18 1TW,

INTRODUCTION

Or on our website: www.stockton.gov.uk/spatialplanning. They are also available at all libraries in the Borough.

What is the purpose of this report?

- 1.5 The Core Strategy DPD has been produced by the Council for publication, as part of the final stage of its preparation. It builds on earlier consultations on the Core Strategy, 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?

- 1.6 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

- 1.7 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).

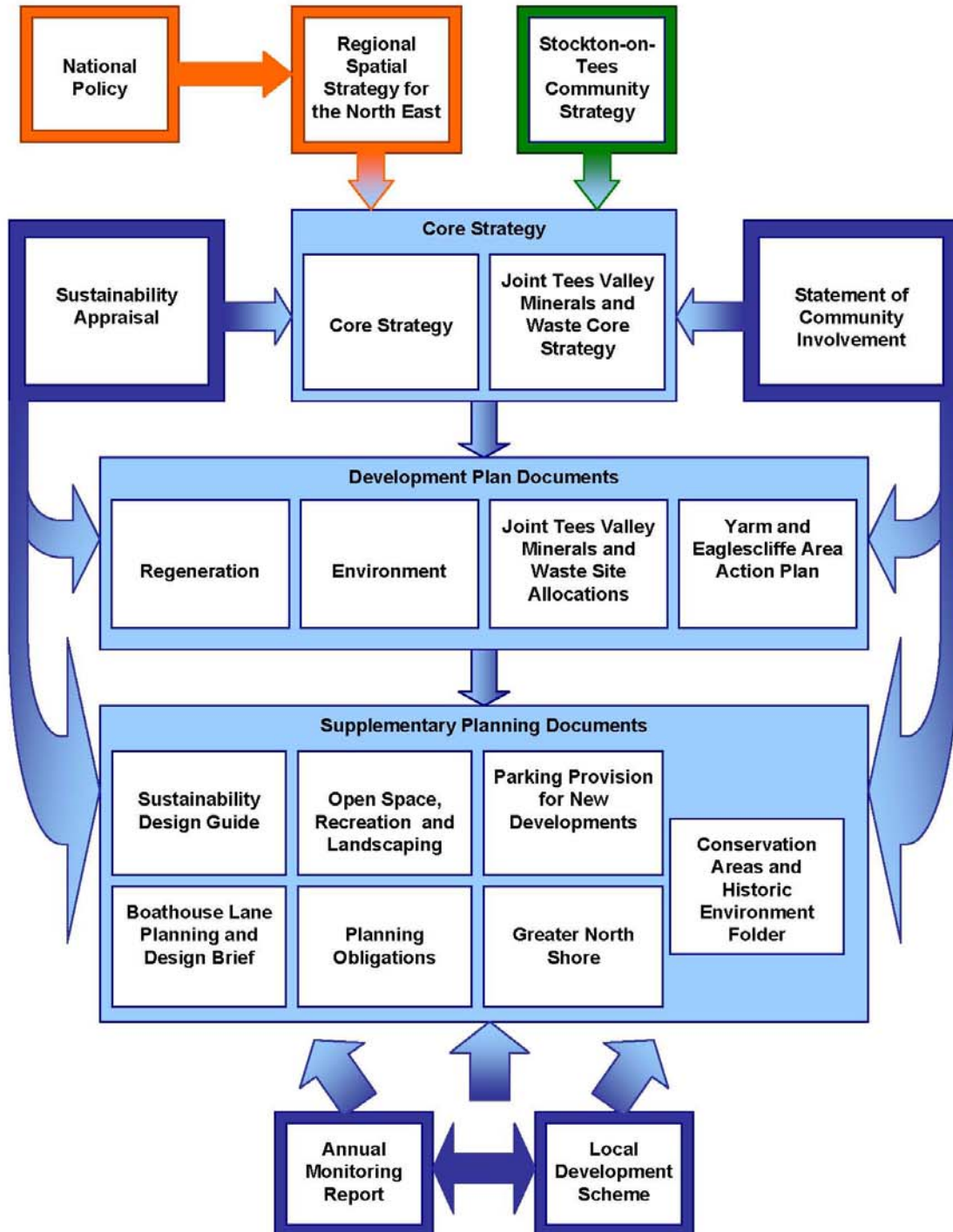
How to Comment

- 1.8 You can make comments on the Core Strategy and its supporting documents in the following ways:
- Online: you can make comments online by using the form on our website: www.stockton.gov.uk/spatialplanning. You can also print out a form to complete and post back to us;
 - By email: you can email your comment form(s) to us at spatialplans@stockton.gov.uk;
 - By post: comments forms are available from Planning Services Reception, libraries and online. If you would like a comment form posting to you, please call 01642 528557. Please return your form to:

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

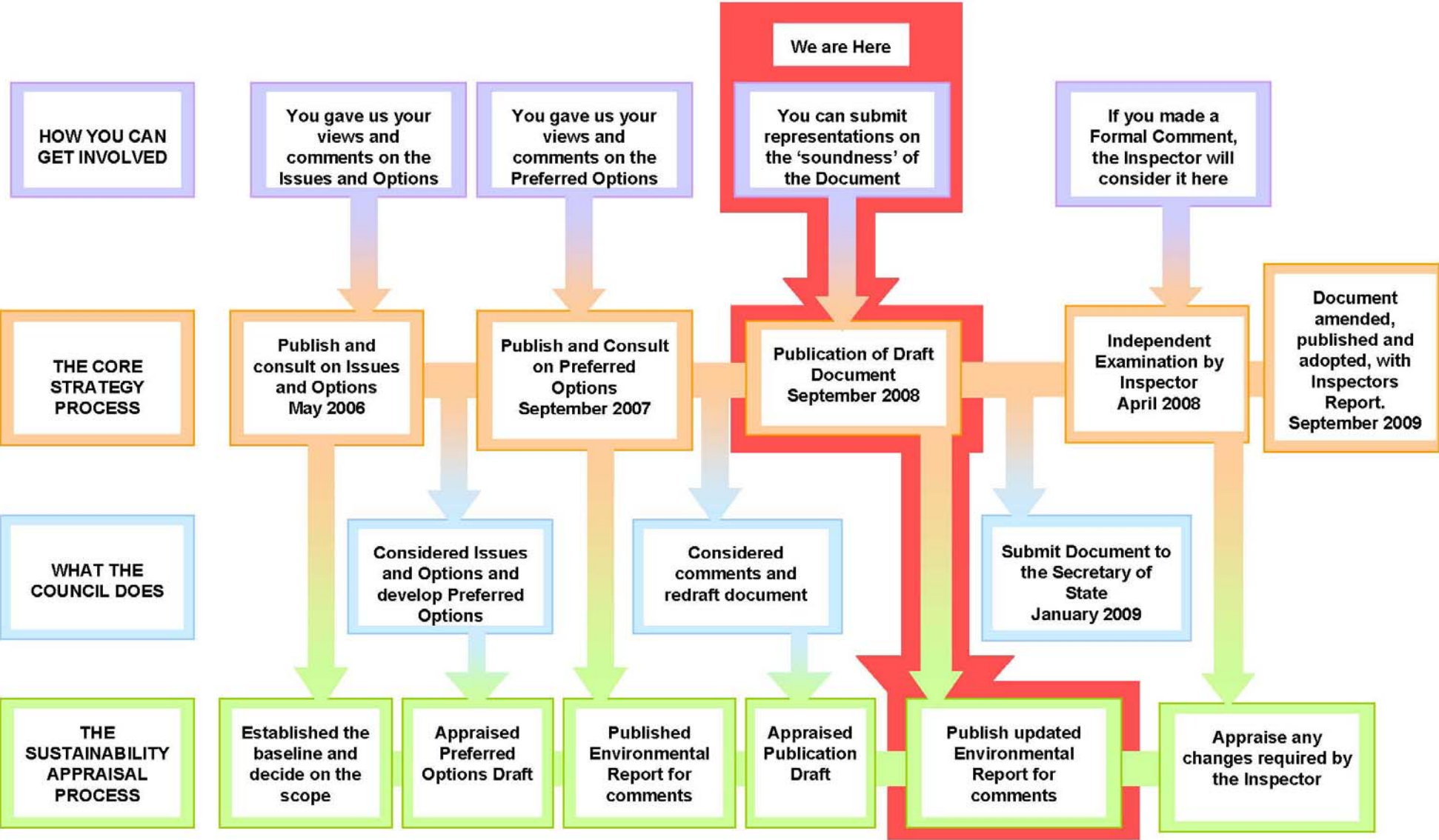
- 1.9 Please complete a separate form for each of your comments and ensure that your comments clearly state the paragraph and section of the document you are referring to and the Test of Soundness that has not been met.

Figure 1 Documents that make up the Borough's Local Development Framework



INTRODUCTION

Figure 2 How the Core Strategy is Being Prepared



2.0 STOCKTON BOROUGH – PAST AND PRESENT

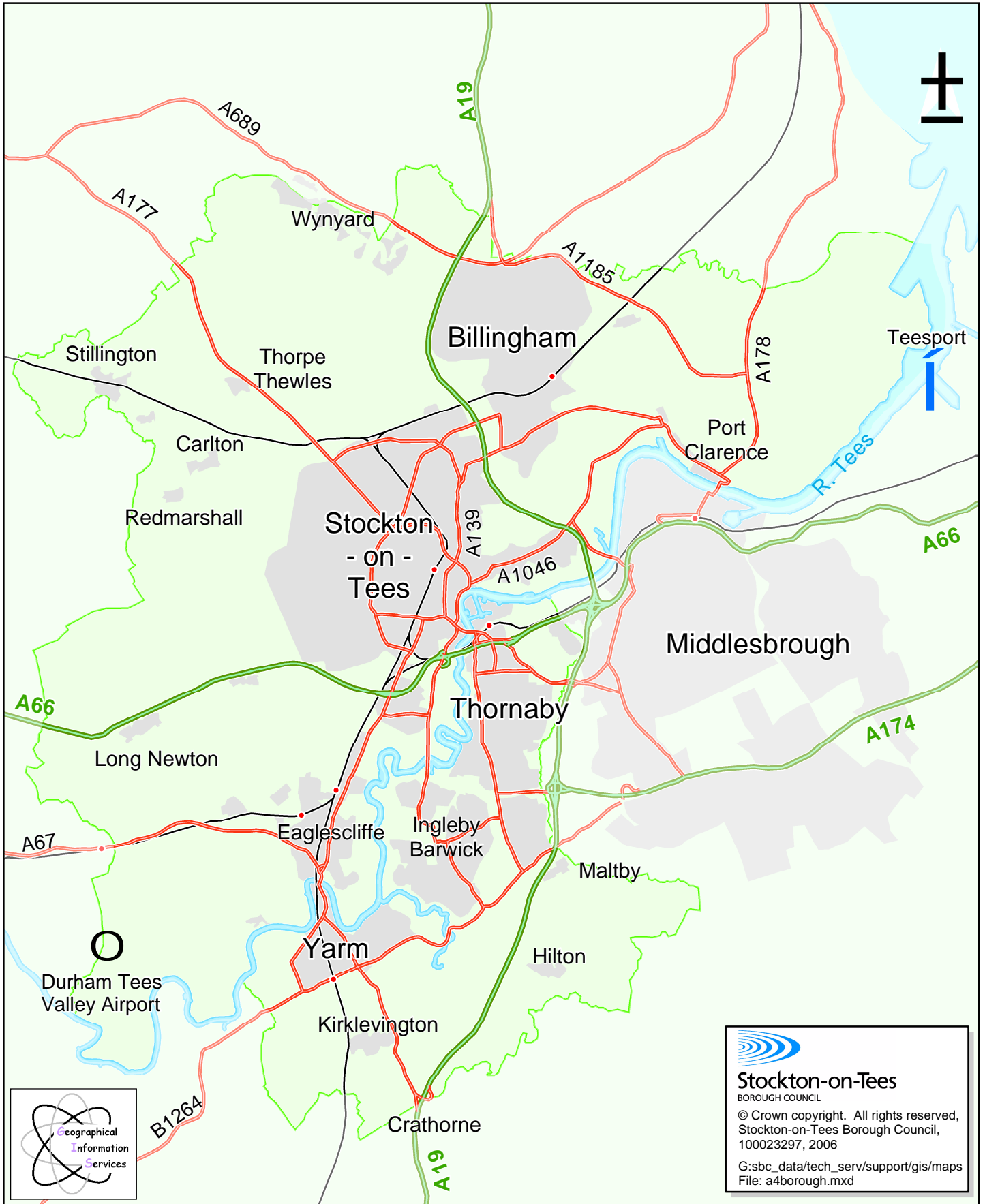
- 2.1 The Borough of Stockton lies astride the River Tees, and owes its origins to the river. Although settlement of the area can be traced back to Anglo-Saxon times, the main growth in population came in response to Stockton's role as the main port in the area (taking over from Yarm in the seventeenth 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.
- 2.2 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.
- 2.3 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.
- 2.4 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;
 - 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;

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

- 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.

2.5 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;
- Make the most of the Borough’s natural assets, such as the River Tees and its valley, the Teesmouth National Nature Reserve, Saltholme RSPB Nature Reserve;
- Maximise the use of renewable energy;
- Improve the leisure, sport, recreation and cultural offer of the area;
- Improve and enhance the Borough’s historic environment;
- 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.




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3.0 STRATEGIC CONTEXT FOR THE CORE STRATEGY

National Planning Guidance

- 3.1 The Core Strategy has 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.
- 3.2 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.

Regional Planning Guidance

- 3.3 The North East of England Plan Regional Spatial Strategy to 2021³ (RSS) replaces 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.
- 3.4 The Core Strategy has been prepared in accordance with the North East of England Plan Regional Spatial Strategy to 2021, July 2008.

Sustainability Appraisal

- 3.5 The development of the Core Strategy 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

- 3.6 The Core Strategy has been subject to an Appropriate Assessment as required by the 1997 Habitats Regulations, as amended by the Conservation (Natural Habitats) (Amendment) Regulations 2007, Schedule 1 The Directive and Regulations provide

² These can be viewed at [Hhttp://www.communities.gov.uk](http://www.communities.gov.uk) in the Planning, building and environment folder.

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

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.

Our Options

- 3.7 In developing our preferred approach to meet the Borough's needs to 2024, four strategic options were considered. These were:
- To focus development increasingly in the core area, with emphasis on the Stockton Middlesbrough Initiative, and to support the main town and district centres (Option 1)
 - To distribute development throughout the conurbation, with no central focus (Option 2)
 - To distribute development throughout the Borough – a dispersed strategy (Option 3); and
 - To allow a market-led approach to development and growth (Option 4).
- 3.8 There was strong support amongst residents and stakeholders for Option 1 and, to a lesser extent, for Option 2 at the issues and options stage. Comments indicated that Option 1 was generally regarded as the most sustainable option, and that the Council should direct development to the core area, where it would:
- Make best use of previously developed land, thus minimising the need for greenfield allocations;
 - Promote greater accessibility to services and facilities, including use of public transport;
 - Support existing town and district centres to improve vitality and viability.
- 3.9 However, a slightly more dispersed strategy, delivering housing within the wider conurbation, was seen by some respondents as giving a greater choice in the housing market.
- 3.10 At the Preferred Options stage, the spatial strategy was largely based on Option 1 but included elements of Options 2 and 3, to give a wider choice of locations for housing provision (Option 2) and to acknowledge the more dispersed locations for employment uses (Option 3). Through consultation at the Preferred Options stage, there was support for the Council's spatial strategy, as indicated by key stakeholders such as the North East Assembly, the Highways Authority, One Northeast and English Heritage.
- 3.11 Since then, there has been a slight shift in emphasis in the anticipated distribution of housing, to take account of the emerging programmes of other service providers, such as education and health. It is expected that more development will take place in the Stockton sub-division in the period 2011 – 2016 than shown at the Preferred Options stage.

- 3.12 Another initiative to take into account is the Tees Valley's expression of interest in Growth Point Status. This was submitted to the Secretary of State in November 2007. As a result of this, the 20% flexibility element in housing provision for the Borough, over and above Regional Spatial Strategy targets, suggested at the Preferred Options stage, has been overtaken by this bid. The Council's policy for Housing and Phasing of Distribution now reflects the new position.

4.0 VISION

4.1 The Council's vision for the future of the Borough 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. Previously developed areas of land along the River Tees corridor have been brought back into use, in line with the aspirations of the Stockton-Middlesbrough Initiative, and links to surrounding areas strengthened. The upgraded and regenerated centres of Stockton, Billingham and Thornaby, in addition to Yarm, provide a range of improved retail and related facilities. Residents have access to the very best in housing, education and training, health care, employment opportunities, sport, recreational and cultural facilities, which has created safe, healthy, prosperous, inclusive and sustainable communities, 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 optimised for the benefit of everyone. A world-class, integrated Tees Valley-wide public transport system has reduced traffic congestion on the A19, the A66, and the secondary road network, and provides a realistic alternative to travelling by private car.

4.2 This will be achieved by:

- Provision of good quality housing in a mix of sizes, types and tenures to meet all needs, pockets and aspirations of a growing population;
- Continuing with housing regeneration where appropriate;
- Implementation of proposals associated with the Stockton Middlesbrough Initiative, at North Shore and Stockton Riverside, and in the Green Blue Heart, to provide 21st century living, employment and leisure facilities;
- Continued economic renaissance, by attracting new businesses, supporting existing industries, providing and retaining a skilled, highly trained workforce;
- Supporting the expansion of Durham University's Queen's Campus and the development of research-based industries;
- Regenerating Stockton town centre, including improvements to the approaches to the town and the creation of a cultural quarter;
- Redeveloping and improving Billingham and Thornaby centres;
- Establishing a Tees Valley Metro;
- Implementing the Tees Valley Bus Network Improvement Scheme;
- Introducing traffic demand management measures;
- Supporting improved regional and sub-regional interconnectivity by road, rail and air;
- Putting sustainability at the heart of all new development;
- Exploiting the Borough's potential to produce and use renewable energy;
- Recognising the importance of the Borough's built environment, and bringing about improvements and enhancement;
- Protecting and enhancing green spaces, increasing opportunities for biodiversity, in addition to creating wildlife corridors, new open space, leisure and recreation facilities, including the Tees Heritage Park; and

- Developing the Green Blue Heart to provide a high quality landscape and parkland centrepiece within the urban landscape between Stockton and Middlesbrough.

4.3 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.

5.0 OBJECTIVES

5.1 The strategic objectives of the Core Strategy explain the vision in more detail and set out how our ambitions can be achieved. The key themes of the vision are:

- Prosperous communities
- Improved quality of life for all
- Better places to live
- Accessibility.

5.2 In help achieve the vision and to raise the perception of the Borough as a good place to live and work, the Council's objectives are:

Objective 1: To enable all of Stockton Borough's residents to live in prosperous, cohesive, sustainable communities.

Sustainability will be at the heart of the Borough's spatial strategy and will guide 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 will not be compromised.

Objective 2: To encourage economic development and promote a more entrepreneurial culture within the Borough, as a means of diversifying the economic base, in addition to strengthening existing economic clusters such as the chemical processing industries.

Emphasis will be 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 that will contribute to the realisation of the Stockton-Middlesbrough Initiative. The changing needs of established core industries, such as the chemical sector, will be catered for, operating alongside newly introduced technologies associated with, for example, the production of renewable energy.

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

The provision of excellent education and training to develop appropriate skills and knowledge is key to the Borough's strategy for economic regeneration, to provide a highly qualified workforce to meet the needs of employers and industry. Matching skills to employment opportunities, and providing high quality, well-paid jobs within the Borough will meet the aspirations of a modern workforce. Improved employment opportunities, and a balanced employment structure will ensure maximum access to employment within the Borough. The University of Durham's Queens Campus will continue to expand, providing greater opportunity for higher education and training in the area.

Objective 4: To deliver healthy and vibrant town centres, enhancing the role of Stockton as the main centre, a market and university town, and improving the environments of Billingham, Thornaby and Yarm.

Stockton will retain its role as the main centre of the Borough. Emphasis will be on

OBJECTIVES

creating a high quality environment in which to live and work, with major shops, services, cultural and leisure facilities. Development associated with important “gateways” into the town will improve and enhance the approaches to the centre. The market will continue to thrive as a key attraction. A vibrant evening economy based on leisure and cultural activities will be encouraged, as will increasing the resident population. Stockton will continue 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 and neighbourhood centres, will provide a range of shopping opportunities to meet all needs. Priority will be given to the improvement of Billingham centre

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.

A pattern of development and movement will be created that will help to reduce the need to travel by private car. Priority will be given to developing a reliable and effective public transport system, including core bus routes and the Tees Valley Metro, which will enable people to get to jobs, services and other facilities whilst a comprehensive cycle and footpath network will allow safe and convenient access to local schools and shops. New road links will provide a more direct route for commercial traffic to use to gain access to areas east of Billingham. Public transport improvements will help to ensure that accessibility and free movement is maintained and contribute towards an improved Region-wide network.

Objective 6: To provide high quality services and facilities to meet the needs of the Borough’s growing and ageing population, in terms of health care, education and training, together with sport, leisure, recreation and cultural pursuits.

Provision of key services will keep pace with the Borough’s growing population, and changing population profile. Integrated services for children and young people will be provided through programmes such as Building Schools for the Future, and the Extended School Programme. In improving health services, emphasis will be based on providing care closer to home and on the development of services in primary care centres. The need for a new hospital to serve Hartlepool, Stockton and parts of Sedgfield has been identified, although the precise location of this facility is not yet known. The River Tees will continue to develop as a world class international venue for water sports. Priority in later phases of this plan will concentrate on the development of the Green Blue Heart, to create a parkland centrepiece with new river-facing leisure facilities and performance spaces. In the shorter term, the creation of the River Tees Park will provide a high quality setting for recreation in the rural section of the river corridor, with Preston Park and its Hall developing into a regional attraction.

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

Stockton-on-Tees will be a Borough where everyone has equal access to job opportunities, education, health care and other services. Diversity is already acknowledged as a key strength, and this will continue. 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 will be actively

encouraged. Everyone will have the opportunity to have his or 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 will be 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.

The potential of the River Tees corridor will be utilised as a key feature. The significance of the international importance of the Teesmouth and Cleveland Coast Special Protection Area and Ramsar site will continue to be recognised. The provision of leisure and recreation facilities as part of the Green Blue Heart and the River Tees Park will provide more open space accessible to the public, improve the opportunity for water-based facilities and enhance the area's landscape and biodiversity. A high quality network of urban parks and green spaces within the conurbation will contribute to a better quality of life for all, while the surrounding rural areas will 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 will be retained as important components, forming part of wildlife corridors and these will 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, will be exploited.

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

Pride will be 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 will be 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 will be protected and improved through high quality buildings and their sustainable design, and their interaction with spaces and the public realm. Links to the riverside will be improved and strengthened, townscapes enhanced and cultural quarters developed. Conservation and enhancement of quality built and natural environments, and improvements to degraded areas will provide pleasant surroundings for all. The importance of archaeology will be recognised, as a historic and cultural resource.

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

Priority will be given to the reuse of previously developed land. Energy efficiency will be at the heart of all new development. More renewable energy will be produced and used, as the technology has become integral to all development. Sustainable approaches to construction will be commonplace. Stockton will lead the way in the production of energy from waste, contributing to the national grid. Within the Green Blue Heart, transformation

OBJECTIVES

of the area will be underpinned by “cutting-edge” eco-friendly, energy efficient development.

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

Stockton Borough will be a safe place, with crime rates remaining below the national average. Life expectancy will continue 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 will continue to be an integral consideration. Communities will take pride in the local environment, and share responsibility for maintaining and improving their surroundings. Reduction in pollution will improve air and water quality in the Borough. Development will be 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 will be 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.

A steady rate of house building will be maintained, focused in the Core Area. This will ensure that homes are 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 will make the best use of land by using appropriate densities whilst respecting local character and amenity. Where needed, a proportion of new homes for sale or rent will be priced to suit those on lower incomes. Housing market failure will be addressed, through housing regeneration projects such as Hardwick, Mandale and Parkfield, and the condition of public and private sector housing will continue to improve. Provision of housing will be an integral part of wider mixed use regeneration schemes, with the offer of riverside living as part of the residential choice.

- 5.3 These themes and objectives, together with their links to the emerging Regional Spatial Strategy and the Borough’s Sustainable Community Strategy are shown in Table 1.

Table 1 Core Strategy: The Links

Regional Spatial Strategy Themes	Sustainable Community Strategy Ambitions	Core Strategy Themes	Core Strategy Objectives	Associated Policies
<p>Economic Prosperity</p> <p>Improved Connectivity</p>	<p>Economic Regeneration and Transport</p>	<p>Prosperous communities</p> <p>Accessibility</p>	<ol style="list-style-type: none"> 1. To enable all of Stockton’s residents to live in prosperous, cohesive, sustainable communities. 2. To encourage economic development and promote a more entrepreneurial culture within the Borough, as a means of diversifying the economic base, in addition to strengthening existing economic clusters such as the chemical processing industries. 3. To increase employment, with emphasis on maintaining, enhancing and retaining a highly skilled workforce. 4. To deliver healthy and vibrant town centres, enhancing the role of Stockton as the main centre, a market and university town, and improving the environments of Billingham, Thornaby and Yarm. 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. 	<p>CS Policy 1, 2, 4, 5, 11</p>
<p>Sustainable Communities</p>	<p>Children and Young People</p> <p>Healthier Communities and Adults</p> <p>Stronger Communities</p> <p>Older Adults</p> <p>Arts, Leisure and Culture</p> <p>Consultation and Community Involvement</p>	<p>A good quality of life for all</p>	<ol style="list-style-type: none"> 6. To provide services and facilities to meet the needs of the Borough’s growing and ageing population, in terms of health care, education and training, together with sport, leisure, recreation and cultural pursuits. 7. To promote equality, diversity and strengthen community cohesion. 	<p>CS Policy 1, 2, 3, 5, 6, 7, 8, 9, 10, 11</p>
<p>Enhanced Environment</p>	<p>Environment and Housing</p> <p>Safer Communities</p>	<p>Better places to live</p>	<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. 10. To ensure better use of resources, particularly the re-use of previously developed land. 11. To provide a safe, healthy and attractive environment. 12. To provide homes to suit all needs and incomes. 	<p>CS Policy 1, 3, 6, 7, 8, 9, 10, 11</p>

KEY STRATEGIC POLICIES

6.0 THE SPATIAL STRATEGY

- 6.1 The Council's approach is to concentrate the majority of housing development in the Core Area, on previously developed land. However, as required, this will be complemented by other brownfield sites in the remaining urban area. Although there will be some employment generation in the Core Area, associated with the development of North Shore and the riverside, the remaining urban area will play a greater role here, in expanding existing employment sites, and supporting significant employment clusters and prestige employment sites, which fall outside the urban area. The Core Strategy Diagram illustrates the spatial distribution of development.

CORE STRATEGY POLICY 1 (CS1) – THE SPATIAL STRATEGY

- 1. The regeneration of Stockton will support the development of the Tees Valley City Region, as set out in Policy 6 of the Regional Spatial Strategy⁴, acting as a focus for jobs, services and facilities to serve the wider area, and providing city-scale facilities consistent with its role as part of the Teesside conurbation.**
- 2. Priority will be given to previously developed land in the Core Area to meet the Borough's housing requirement. Particular emphasis will be given to projects that will help to deliver the Stockton-Middlesbrough Initiative and support Stockton town centre.**
- 3. The remainder of housing development will be located elsewhere within the conurbation, with priority given to sites that support the regeneration of Stockton, Billingham and Thornaby. The role of Yarm as a historic town and a destination for more specialist shopping needs, will be protected.**
- 4. The completion of neighbourhood regeneration projects at Mandale, Hardwick and Parkfield will be supported, and work undertaken to identify further areas in need of housing market restructuring within and on the fringes of the Core Area**
- 5. In catering for rural housing needs, priority will be given to the provision of affordable housing in sustainable locations, to meet identified need. This will be provided through a rural exception site policy.**
- 6. A range of employment sites will be provided throughout the Borough, both to support existing industries and to encourage new enterprises. Development will be concentrated in the conurbation, with emphasis on completing the development of existing industrial estates. The main exception to this will be safeguarding of land at Seal Sands and Billingham for expansion of chemical processing industries. Initiatives which support the rural economy and rural diversification will also be encouraged.**

⁴ City regions go beyond local authority boundaries, and join more than one town, city or area for the purpose of strategic planning. The Tees Valley City Region includes the 5 unitary authorities of Darlington, Hartlepool, Middlesbrough, Redcar and Cleveland, and Stockton, together with Sedgefield district.

Justification

- 6.2 The Core Area is shown on the Key Diagram. This includes the River Tees corridor within the built-up area, from the Bowesfield 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. The conurbation includes remainder of the built up areas Stockton, Billingham, Thornaby, Yarm and Eaglescliffe, as shown on the Key Diagram.
- 6.3 The spatial strategy will help to 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.
- 6.4 This approach:
- Reflects the approach set out in Regional Spatial Strategy, Regional Economic Strategy and Northern Way;
 - Supports the Tees Valley City Region Business Case;
 - Supports the concept of the Stockton-Middlesbrough Initiative, and development of a Green Blue Heart;
 - Will assist in implementing key aims of the Sustainable Community Strategy;
 - Supports the Council's Regeneration Strategy;
 - Support the regeneration of Stockton town centre;
 - Supports regeneration initiatives elsewhere in the conurbation.
- 6.5 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 elsewhere within the urban area, the Council will be making best use of resources, thus minimising the need to make further allocations of greenfield land.
- 6.6 Concentrating and mixing development within the conurbation will improve accessibility to jobs and services. An environment will be provided which is conducive to improving public transport services and reducing the need for the use of the private car. Investment will be focused to bring maximum benefit to the Borough.
- 6.7 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.

- 6.8 The Tees Valley Local Housing Assessment 2008 and Strategic Housing Market Assessment identified a net annual shortfall in rural areas of 27 affordable homes a year 2008 – 2012. A Village Study is being carried out to identify the rural villages where it may be appropriate to allow further development to maintain and enhance their role in serving the rural population. Further information on the Council's approach to rural housing provision can be found in Policies 7 Housing Phasing and Distribution, and Policy 8 Housing Mix and Affordable Housing Provision. The latter will include reference to exception sites to provide affordable housing.
- 6.9 Details of the distribution of housing numbers and employment land are given in Core Strategy Policies 4 and 7, Economic Regeneration and Housing respectively.
- 6.10 The Council's spatial approach to providing development opportunities to meet future needs received general support from residents through the consultation process. Focusing within the urban area, particularly within the core, making best use of previously developed land was viewed by the majority of stakeholders as the best way to provide sustainable communities and access to services and facilities.

7.0 TRANSPORT

- 7.1 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.

CORE STRATEGY POLICY 2 (CS2): SUSTAINABLE TRANSPORT

- 1. Accessibility will be improved and transport choice widened, 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 and promote healthier lifestyles.**
- 2. All major development proposals that are likely to generate significant additional journeys will be accompanied by a Transport Assessment in accordance with the 'Guidance on Transport Assessment' (Department for Transport 2007) and the provisions of DfT Circular 02/2007, 'Planning and the Strategic Road Network', and a Travel Plan, in accordance with the Council's 'Travel Plan Frameworks: Guidance for Developers'. The Transport Assessment will need to demonstrate that the strategic road network will be no worse off as a result of development. Where the measures proposed in the Travel Plan will be insufficient to fully mitigate the impact of increased trip generation on the secondary highway network, infrastructure improvements will be required.**
- 3. The number of parking spaces provided in new developments will be in accordance with standards set out in the Tees Valley Highway Design Guide. Further guidance will be set out in a new Supplementary Planning Document.**
- 4. Initiatives related to the improvement of public transport both within the Borough and within the Tees Valley sub-region will be promoted, including proposals for:**
 - i) The Tees Valley Metro;**
 - ii) The Core Route Corridors proposed within the Tees Valley Bus Network Improvement Scheme;**
 - iii) Improved interchange facilities at the existing stations of Thornaby, Eaglescliffe and Yarm, including the introduction or expansion of park and ride facilities on adjacent sites;**
 - iv) The introduction of new railway stations at Old Billingham and Roseworth; and**
 - v) Pedestrian and cycle routes linking the communities in the south**

of the Borough, together with other necessary sustainable transport infrastructure.

5. **Improvements to the road network will be required, as follows:**
 - i) **In the vicinity of Stockton, Billingham and Thornaby town centres, to support the regeneration of these areas;**
 - ii) **To the east of Billingham (the East Billingham Transport Corridor) to remove heavy goods vehicles from residential areas;**
 - iii) **To support the Stockton-Middlesbrough Initiative and improve access within and beyond the city region; and**
 - iv) **To support sustainable development in Ingleby Barwick.**
6. **The Tees Valley Demand Management Framework will be supported, through the restriction of long stay parking provision in town centres and consideration of “Park and Ride” initiatives, where appropriate.**
7. **The retention of essential infrastructure that will facilitate sustainable passenger and freight movements by rail and water will be supported.**
8. **This transport strategy will be underpinned by partnership working with the Highways Agency, Network Rail, other public transport providers, the Port Authority, and neighbouring Local Authorities to improve accessibility within and beyond the Borough, to develop a sustainable transport network and to increase choice and use of alternative modes of travel.**

Justification

- 7.2 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;
 - Regional Transport Strategy;
 - Regional Spatial Strategy;
 - Regional Economic Strategy; and
 - Stockton-Middlesbrough Initiative.
- 7.3 The capacity of the existing road network is a major issue for the Borough. Minimising the need to travel by car, and improving transport networks are key components of Stockton’s Sustainable Community Strategy. The Stockton-on-Tees Local Transport Plan 2006 – 2011 sets out the core aims and objectives of the Council’s longer-term transport strategy.
- 7.4 The Council, its partner organisations and the local transport operators are assessing a range of options to alleviate congestion, including:
- A Tees Valley Metro;
 - Improvements to ‘Core’ Bus Route corridors;
 - Demand management measures; and

- Increased capacity on both the strategic and secondary road network.

- 7.5 To assist the delivery of these initiatives, a major Tees Valley-wide study is being carried out. Stage 2 of the A19/A66/A174 Development Study is due to be completed towards the end of 2008, and is expected to recommend a package of solutions designed to accommodate the increased demand for travel without a corresponding increase in congestion on the highway network. Additionally, an Ingleby Barwick Traffic Study has been completed.
- 7.6 Because Stockton-on-Tees is located alongside the river, and with access to the rail network, retaining essential infrastructure that can help to provide an alternative and more sustainable means of transporting goods is part of the Council's transport strategy. Increasing the use of rail and water to transport goods will help to mitigate the adverse impact of additional commercial vehicle movements on the road network. The Council will work with Network Rail and the port authority for Teesport to identify key locations.
- 7.7 Consultation has indicated that traffic congestion and the lack of a good public transport service are a concern to residents and stakeholders. The Council's approach, in that it seeks to reduce car dependency by providing an attractive choice of sustainable alternatives, received general support.

8.0 SUSTAINABLE LIVING

- 8.1 Promoting sustainable living is 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.

CORE STRATEGY POLICY 3 (CS3): SUSTAINABLE LIVING

- 1. All new residential developments will achieve a minimum of Level 3 of the Code for Sustainable Homes up to 2013, and thereafter a minimum of Code Level 4.**
- 2. All new non-residential developments will be completed to a Building Research Establishment Environmental Assessment Method (BREEAM) of 'very good' up to 2013 and thereafter a minimum rating of 'excellent'.**
- 3. The minimum Carbon Reduction targets will remain in line with Part L of the Building Regulations, achieving carbon neutral domestic properties by 2016, and non domestic properties by 2019, although it is expected that developers will aspire to meet targets prior to these dates.**
- 4. To meet carbon reduction targets, energy efficiency measures should be embedded in all new buildings. If this is not possible, or the targets are not met, then on-site district renewables and low carbon energy schemes will be used. Where it can be demonstrated that neither of these options is suitable, micro renewables, micro carbon energy technologies or a contribution towards an off-site renewable energy scheme will be considered.**
- 5. For all major developments, including residential developments comprising 10 or more units, and non-residential developments exceeding 1000 square metres gross floor space, 10% of total predicted energy requirements will be provided, on site, from renewable energy sources.**
- 6. Opportunities to deliver decentralised energy systems, particularly those which are powered by a renewable or low carbon sources, will be supported. Renewable and low carbon, decentralised systems will be encouraged to support the sustainable development of major growth locations within the Borough.**
- 7. Commercial scale renewable energy generation developments will be supported, subject to the outcome of a comprehensive environmental assessment.**
- 8. Additionally, in designing new development, proposals will:**
 - Make a positive contribution to the local area, protecting and enhancing**

important environmental assets, biodiversity and geodiversity, 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;

- **Be designed with safety in mind, incorporating Secure by Design and Park Mark standards, as appropriate;**
- **Incorporate 'long life and loose fit' buildings, allowing buildings to be adaptable to changing needs. By 2013, all new homes will be built to Lifetime Homes Standards.**

- 9. The reuse, sorting, recovery and recycling of waste will be encouraged, and details will be set out in the Joint Tees Valley Minerals and Waste Development plan Documents.**

Justification

- 8.2 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. The Regional Spatial Strategy sets regional and sub regional targets for renewable energy generation in the region. At the local level, Stockton Borough Council signed the Nottingham Declaration on Climate Change in November 2002 and in March 2007 adopted a Climate Change Action Plan.
- 8.3 The Code for Sustainable Homes (CSH) (Communities and Local Government, December 2006) sets standards for energy and resource efficiency that can be applied to all homes. The Building Research Establishment Environmental Assessment Method (BREEAM) is a widely recognised quality assurance scheme that assesses the environmental performance of non-residential buildings. Both are linked closely to Building Regulations. The initial targets of Level 3 of the CSH and a BREEAM rating of "very good" are cost effective and achievable in the short term. In the longer term, as the development costs of sustainable homes and buildings are reduced by economies of scale and improved knowledge and technology, higher standards are set. Further information relating to carbon reduction can be found in the Government's paper "Building a Greener Future: Towards Zero Carbon Development (2006), and Part L of the Building Regulations.
- 8.4 The Council will encourage developers to use the Regional Micro Renewables Toolkit, developed by the New and Renewable Energy Centre (NaREC). The Toolkit will assist developers to assess the suitability of renewable energy options and to embed renewable energy sources within new developments. Additionally, developers may wish to refer to Building-in Sustainability: A guide to sustainable construction and development in the North East, published by Sustain. Further details will be provided in the Council's Supplementary Planning Document, Sustainable Design Guide. The burden falls on the developer to prove compliance with Policy CS3, or to explain why it is unreasonable to expect the requirements to be met. This may be done as part of a Design and Access Statement.
- 8.5 The UK Renewable Energy Strategy calls for 20% of electricity to come from renewable sources by 2020, the UK having played a key role in securing agreement for 20% of the European Union's Energy (electricity, heat and transport) to come

from renewable sources by 2020. Planning Policy Statement 1: Planning and Climate Change Supplement advises that new development should make the most of opportunities for decentralised and renewable or low carbon energy, and secure part of the energy supply from decentralised and renewable or low-carbon energy sources. There is also a range of technologies available to generate energy through renewable means, which include wind turbines, biomass for heating and electricity generation as well as ground and air source heat pumps. Over the coming years, there will be new technologies emerging that become cost effective in the changing energy market. Commercial scale renewable energy generation developments can also assist in meeting renewable energy generation targets. PPS22 Renewable Energy states that local planning authorities may include policies that require a percentage of the energy to be used in new residential, commercial or industrial developments to come from on-site renewable energy developments.

8.6 Other initiatives supported by the Council are:

- Secure by Design: a UK Police flagship initiative that seeks to achieve a reduction in crime risk by combining standards of physical security, natural surveillance and defensible space;
- Park Mark, part of a Safer Parking Scheme, awarded to parking facilities that have met the requirements of a risk assessment conducted by the Police;
- Lifetime Homes, designed in a way to be flexible enough to meet changing demands of most households. This includes the capacity for extension as families grow, and adaptation to meet the needs of the less mobile or those with disabilities.
- Long-life, loose fit buildings, which are designed to be durable, spacious, with a less restricted layout adaptable to changing use patterns.

8.7 During early stages of consultation, measures to improve energy efficiency and reduce carbon emissions were supported by residents in general. At the Preferred Options stage, responses from developers expressed concerns about the achievability of the sustainability levels being required. These have been modified to bring them in line with Government targets and Building Regulations.

8.8 The Joint Tees Valley Minerals and Waste Core Strategy and Site Allocations Development Plan Documents will set out strategic and detailed policies for meeting known and anticipated waste management requirements, provide policies to ensure the efficient use of resources, and to assist individual householders to contribute to the recovery and recycling of waste.

9.0 THE ECONOMY

- 9.1 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 more skilled, higher paid 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.

CORE STRATEGY POLICY 4 (CS4): ECONOMIC REGENERATION

1. A range of opportunities will be provided within the Employment Land portfolio to meet the requirement set out in the Regional Spatial Strategy, as follows:

- General Employment Land 255 hectares (ha.)
- Key Employment Location (Wynyard) 70 ha.
- Durham Tees Valley Airport 60 ha.
- Land for chemical and steel industries, up to 445 ha.

2. The main locations for general employment land will be:

- Durham Lane Industrial Estate. 40 ha.
- Belasis Technology Park 20 ha.
- Teesside Industrial Estate 30 ha.
- Urlay Nook 20 ha.
- Core Area 10 ha.

3. Land for general employment uses will be released in phases as follows:

- a. 2004 – 2011 0 ha.
- b. 2011 – 2016 60 ha
- c. 2016 – 2021 60 ha
- d. 2021 – 2024 40 ha.⁵

4. The target for the annual average development of all types of employment land is 13 hectares over the life of the Core Strategy.

5. Land will be safeguarded for chemical production and processing, in the following locations:

- a. North Tees Pools 100 ha.
- b. Seal Sands 175 ha.
- c. Billingham Chemical Complex 65 ha.

If evidence comes forward that the Billingham Chemical Complex (formerly

⁵ The end date for the respective phasing period is 31 March, to reflect the monitoring timetable for the Annual Monitoring Report. Although the Regional Spatial Strategy sets out how much land should be provided to meet the region's needs up to 2021, the life of the LDF is at least 15 years from adoption, and therefore, the need for employment land allocations has been extrapolated to 2024.

known as the ICI Process Park) is not suitable for these purposes, other specialist uses will be considered, such as reprocessing industries and biotechnology laboratories. These are also suitable locations for the installation of new, or expansion of existing potentially hazardous or polluting industries, although these will need to be sensitively and safely located.

6. Land will also be safeguarded on the north bank of the River Tees in the Haverton Hill and Port Clarence areas. Priority will be given to developments requiring a port or riverside-based site.
7. Employment sites which are viable and attractive to the market will be protected from increasing pressure for redevelopment for alternative uses which may secure higher land values, for example housing.
8. Additionally, support will be given to:
 - i) Suitable enterprises that require a rural location and which support the rural economy and contribute to rural diversification;
 - ii) The establishment of new enterprises, particularly where related to existing industries, assisting them to evolve with advancing green technologies;
 - iii) The expansion of research-based businesses associated with the University of Durham's Queens Campus;
 - iv) Growth in sustainable tourism, particularly in the following locations:
 - a. The River Tees as a leisure, recreation and water sports destination;
 - b. Preston Park; and
 - c. Sites linked to the area's industrial heritage;
 - v) The creation of employment and training opportunities for residents by developers and employers.

Justification

9.2 This policy

- Reflects the approach set out in Regional Spatial Strategy;
- Fits with One Northeast's Regional Economic Strategy
- Will assist in implementing key aims of the Sustainable Community Strategy
- Supports the Council's Regeneration Strategy 2007 - 2012

9.3 The Regeneration Strategy for Stockton Borough 2007 –2012 focuses on supporting existing business and industry, and encouraging new enterprises to diversify the local economy. The central theme of this policy is to promote economic

regeneration. Recognition is also given to long-established industrial clusters. The River Tees is viewed as an important resource, a key economic driver helping to attract inward investment.

- 9.4 The figures for employment land allocations reflect evidence in the Regional Spatial Strategy, the Council's Employment Land Review, completed in May 2008, and the land availability situation at 1 April 2008. This takes into account land that already has planning permission for development (70 ha.), and economic development that has taken place between June 2005 and March 2008 (65 ha). The amount remaining for allocation as general employment land is about 120 ha. Over the past 3 years, the annual average development of employment land in the Borough has been in the order of 13 ha. per annum. , As this is not expected to change, the Council is seeking to maintain this development rate, in line with the Employment Land Reviews findings that around 340 ha of land were required to meet demand over a 25 year period. Sufficient planning permissions exist to support this take up rate for the first phase of the Plan, and allocations will be released during the three later phases of the plan to maintain a steady supply of land.
- 9.5 Planning permission already exists in the Key Employment Location at Wynyard Park, and at Durham Tees Valley Airport to meet Regional Spatial Strategy requirements. No further allocations are necessary.
- 9.6 The Council recognises the importance of the chemical processing industries to the Borough's own economy, as well as the regional and national economy. However, these uses require storage of substances that could cause a major fire, explosions or toxic hazard. To minimise the risk to the public, the location of any new potentially hazardous installations, or the expansion of existing potentially hazardous development needs to be strictly controlled. Advice from the Health and Safety Executive should be sought in relation to proposals in the vicinity of such installations.
- 9.7 Although opportunities for port related development on the north bank of the River Tees are limited to the stretch east of Newport Bridge; a number of port-related businesses, premises and facilities exist within the borough. Additionally, Teesport, on the southern bank of the river in Redcar and Cleveland Borough, is recognised as the second largest port by volume of cargo handled and is expected to expand following the grant of consent for further expansion. It is anticipated that the benefits of this expansion may extend into Stockton Borough. Therefore, sites will be identified for port related development on the northern bank of the river to provide opportunities for businesses which require a riverside location, to complement and support the expected growth of Teesport.
- 9.8 As well as providing an additional supply of employment land, the Council recognises the importance of retaining existing land and premises, and the value these add to the local economy. Recently, sites and premises within the Borough have come under increased pressure for redevelopment for uses that command higher land values, for example housing. It is anticipated that this will continue following changes to the empty property rates relief. Where sites and premises become available, the Council will look for these to be reoccupied or reused, or redeveloped to provide appropriate, modern employment premises.

- 9.9 Enterprises which support the rural economy will be welcomed. Further advice is given in Planning Policy Statement 7:Sustainable Development in Rural Areas, and details will be set out in the Environment DPD. The presence of Durham University's Queens Campus, with its focus on medical research, offers opportunities for the expansion of 'knowledge-based' businesses. Increasing the number of tourists to the area through improving the visitor offer will help to expand the service sector and contribute towards a more diverse economic base.
- 9.10 Increasing the number of tourists to the area through improving the visitor offer will help to expand the service sector and contribute towards a more diverse economic base.
- 9.11 Promoting local employment and training opportunities in construction to the long-term unemployed and young people of the Borough of Stockton-on-Tees will have important benefits. It offers the chance for individuals to develop new and existing skills, thereby enhancing the skill base and economic benefits of the area, especially in sectors that are experiencing a shortage of skilled and qualified labour. However, this should not be limited. All new businesses locating in the Borough will be encouraged to provide employment and training opportunities for local people. This will help to achieve long-term sustainable benefits for local communities that will help address social exclusion.
- 9.12 Consultations have indicated that there is general support for the Council's approach to economic regeneration. However, the North East Assembly requested that the relationship of the proposals in this policy with the figures set out in Regional Spatial Strategy be made clearer, and that land to be allocated for general employment uses and more specialist uses be separated out to give greater clarity and differentiation. These comments have been taken on board the policy. The supporting text explains how the different employment requirements will be met, either through allocations, or by the take-up of existing planning permissions.

10.0 TOWN CENTRES

- 10.1 Vibrant and successful town centres make a vital contribution to economic regeneration. They are an essential resource for local communities, providing shopping, commercial and leisure facilities. Concentrating retail opportunities and other town centre uses in the town and district centers 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 centers 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.

CORE STRATEGY POLICY 5 (CS5): TOWN CENTRES

- 1. No further allocations for retail development will be made in the Borough during the life of the Core Strategy.**
- 2. Stockton will continue in its role as the Borough's main shopping centre. Up to 2011, the need for additional capacity can be met through committed developments and the occupation and reoccupation of vacant floorspace. Beyond 2011, there may be a requirement to bring forward new retail developments within the town centre, to improve quality and widen the range of the shopping offer in the Borough. The creation of specialist roles for Stockton, for example as a sub-regional market town, or through the concentration of a mix of ethnic retailers or small independent chrysalis⁶ stores, will be supported. Other initiatives 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 across the town centre, particularly in the vicinity of Green Dragon Yard;**
 - iii) Providing additional leisure opportunities, and other town centre uses, in accordance with PPS6;**
 - iv) Improving pedestrian links to the riverside.**
- 3. Billingham, Thornaby and Yarm will continue to function as district centres. Priority to regeneration initiatives will be given to:**
 - i) Thornaby centre**
 - ii) Billingham centre**

Proposals which support Yarm's specialist niche role in offering higher quality

⁶ A 'chrysalis' store is a retail outlet designed for new and/or developing businesses based on selling creative and innovative commodities.

comparison shopping, together with leisure and recreation opportunities will be supported, provided that the residential mix within the town centre is not compromised.

- 4. Elsewhere, within the local shopping centres of Billingham Green in 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 Planning Policy Statement 6: Planning for Town Centres.**
- 5. The use of upper floors above shops and commercial premises, particularly for residential purposes, will be encouraged, to support the viability and vitality of the centres.**
- 6. The existing roles played by Teesside Park as an out-of-town location, and Portrack Lane as out-of-centre site, are recognised. No additional retail or leisure development will be permitted in these locations.**

Justification

- 10.2 The Stockton–Middlesbrough Joint Retail Study indicates that it is important for Stockton Town Centre to develop new roles which are complementary to both Middlesbrough Town Centre and other facilities in the sub-region. Although separate figures for the floorspace requirement for Stockton were not part of the study, indications are that no new allocations of floorspace are required during the Plan period. The study also indicates that it is necessary for Stockton to increase its existing market share of expenditure, particularly relative to Teesside Park. To achieve this, no further expansion of the out of centre retail and leisure developments at Teesside Park and Portack Lane will be permitted.
- 10.3 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 and supports 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. Developing the market as a key attraction (with specialist traders such as the Continental and Farmers' Markets to complement the regular stalls), together with the expansion of ethnic food stores, and creating conditions to attract young, independent, creative entrepreneurs, will underpin the development of specialist roles for the town. 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 upper floors 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.

- 10.4 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. The refurbishment of Billingham Forum will provide improved leisure and recreation facilities. It is anticipated that this should be completed by 2013. Yarm will continue to function as the third district centre, continuing to develop its more specialist niche role in providing higher order comparison goods and a vibrant evening economy. Yarm has, however, retained a number of residential frontages within the historic town centre, which contribute to its character, and these should be retained.
- 10.5 The local centre 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 of the document.
- 10.6 In creating specialist roles for the town centre, and to address other problems such as long-term vacancy in units that no longer meet retailers' requirements, a reassessment of the areas defined as primary and secondary shopping frontages will be undertaken.
- 10.7 Many respondents to the consultation process, residents in particular, supported the Council's approach to retail development and focusing on existing town and district centres. A particular issue for the private sector was the Council's intention to retain the existing retail hierarchy. A re-evaluation of the hierarchy has been carried out as part of the Stockton Town Centre Study. No changes are proposed as a result of this.

11.0 PROVISION OF FACILITIES

- 11.1 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. Arts and culture is identified in the Sustainable Community Strategy as a cross cutting issue which underpins all aspects of life in the Borough.

CORE STRATEGY POLICY 6 (CS6): COMMUNITY FACILITIES

- 1. Priority will be given to the provision of facilities that contribute towards the sustainability of communities. In particular, the needs of the growing population of Ingleby Barwick should be catered for.**
- 2. Opportunities to widen the Borough's cultural, sport, recreation and leisure offer, particularly within the river corridor, at Tees Barrage and within the Green Blue Heart, will be supported;**
- 3. The quantity and quality of open space, sport and recreation facilities throughout the Borough will be protected and enhanced. Guidance on standards will be set out as part of the Open Space, Recreation and Landscaping Supplementary Planning Document;**
- 4. Support will be given to the Borough's Building Schools for the Future Programme and Primary Capital Programme, and other education initiatives, the expansion of Durham University's Queens Campus, and the provision of health services and facilities through Momentum: Pathways to Healthcare Programme;**
- 5. Existing facilities will be enhanced, and multi-purpose use encouraged to provide a range of services and facilities to the community at one accessible location, through initiatives such as the Extended Schools Programme.**

Justification

- 11.2 Community facilities are an essential element in the creation of sustainable communities and include the following:
- Schools, universities and other education and training facilities;
 - Libraries and community centres;
 - Doctors' surgeries, medical centres, hospitals and health centres;

PROVISION OF FACILITIES

- Museums, art galleries and performing art facilities.
- 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.

11.3 The Core Strategy seeks to provide a range of facilities at the heart of every community. Community facilities can contribute to community cohesion and identity, can give opportunities for residents to pursue healthy and fulfilling lifestyles, and can also reduce the need to travel by providing easy access to multiple facilities. As advised by Planning Policy Guidance 17: Planning for Open Space, Sport and Recreation, an audit of open space, sports and recreational facilities has been undertaken to assess levels of provision. A Supplementary Planning Document, Open Space, Recreation and Landscaping will set local standards and provide further guidance.

11.4 The Council needs to take into account the plans of other service providers including:

- health and social care through Momentum: Pathways to Healthcare Programme. This programme aims to provide a wider range of integrated health and social care services in patients' homes or in new, modern, easily accessible facilities. These facilities, to be known as Integrated Care Centres, will also support the development of a new hospital serving the population north of the Tees. Emphasis will be on delivering as much care as possible close to home, with only services that need to be located in this new "state of the art" hospital being provided there. If, following public consultation, the preferred location for the new hospital is within Stockton Borough, and funding is secured, the Regeneration DPD will allocate a site;
- education via the Building Schools for the Future programme (a 15 year government programme to replace and refurbish the country's secondary schools), the Primary Capital Programme (supporting innovative ways of delivering primary education as well as extended and related services in communities), and the Extended Schools Programme (working in partnership with schools and children's centres, health and other providers to develop further the range of services offered to the community). The expansion of the University of Durham's Queens Campus will provide additional places for further education and training.

11.5 The thrust of this policy was generally supported through consultation responses.

12.0 HOUSING

- 12.1 Stockton's housing requirement is set by the Regional Spatial Strategy which requires the provision of 9,475 new dwellings over the period 2004 to 2021 and by Planning Policy Statement 3: Housing, which requires the maintenance of a continuous 5-year rolling supply of housing. Much of the overall requirement is already committed through planning permissions but the need to maintain a continuous 5-year supply requires new provision to be made for the period 2016 to 2024.
- 12.2 Two key drivers informing the approach to meeting this requirement are the Regeneration Strategy for Stockton Borough 2007 to 2012 and the Sustainable Community Strategy. The Sustainable Community Strategy's vision for housing is to achieve the highest quality housing provision within neighbourhoods where residents feel pride and have a real sense of belonging and ownership. Improving housing is one of the key ambitions to fulfil this vision and includes improving the housing market in the Borough and creating mixed communities offering a range of choices as well as increasing the supply of affordable housing. The spatial distribution of housing will support regeneration and will build on the approach set out in the Sustainable Community Strategy that states activities will be concentrated initially in the Mandale, Hardwick and Parkfield and Mill Lane areas which have great potential for quality family orientated suburbs and vibrant town centre accommodation. The spatial approach will also achieve a distribution across the housing sub-divisions in the conurbation. Together with working to achieve a more balanced range of housing types, this will ensure that the focus on the Core Area is balanced with meeting the needs of other areas and ensuring a range of choices for residents.

CORE STRATEGY POLICY 7 (CS7): HOUSING DISTRIBUTION AND PHASING

- 1. The distribution and phasing of housing delivery to meet the Borough's housing needs will be managed through the release of land consistent with:**
 - i) The maintenance of a "rolling" 5-year supply of housing land as required by Planning Policy Statement 3: Housing;**
 - ii) The assessment of the suitability, availability and achievability of sites through the Council's Strategic Housing Land Availability Assessment;**
 - iii) The priority accorded to the Core Area;**
 - iv) Seeking to achieve the target of 75% of dwelling completions on previously developed land.**
- 2. No additional housing allocations will come forward before 2016 as the Regional Spatial Strategy allocation has been met through existing housing permissions. This will be kept under review in accordance with the principles of 'plan, monitor and manage'.**

3. Areas where land will be allocated for housing in the period 2016 to 2021:

Housing Sub Area	Approximate number of dwellings (net)
Core Area	600 - 800
Stockton	400 - 600
Billingham	50 - 100
Thornaby	50 - 100
Yarm and Eaglescliffe	50 - 100

4. Broad Locations where provision for new housing will be encouraged in the period 2021 to 2024:

Housing Sub Area	Approximate number of dwellings (net)
Core Area	1000 - 1200
Stockton	100 - 200
Billingham	100 - 200
Thornaby	100 - 200

5. If the Tees Valley achieves Growth Point status, then the delivery of housing will be accelerated.

6. Proposals for small sites will be assessed against the Plan's spatial strategy.

7. There will be no site allocations in the rural parts of the Borough

Justification

12.3 The authority has a sufficient supply of planning permissions to meet the Regional Spatial Strategy housing requirement to 2016. The total supply is currently about 9,000 dwellings (about 2,400 completions during the period 2004 – 2008 and about 6,600 commitments at 31 March 2008). The existing pool of planning permissions are dispersed across the Borough as follows:

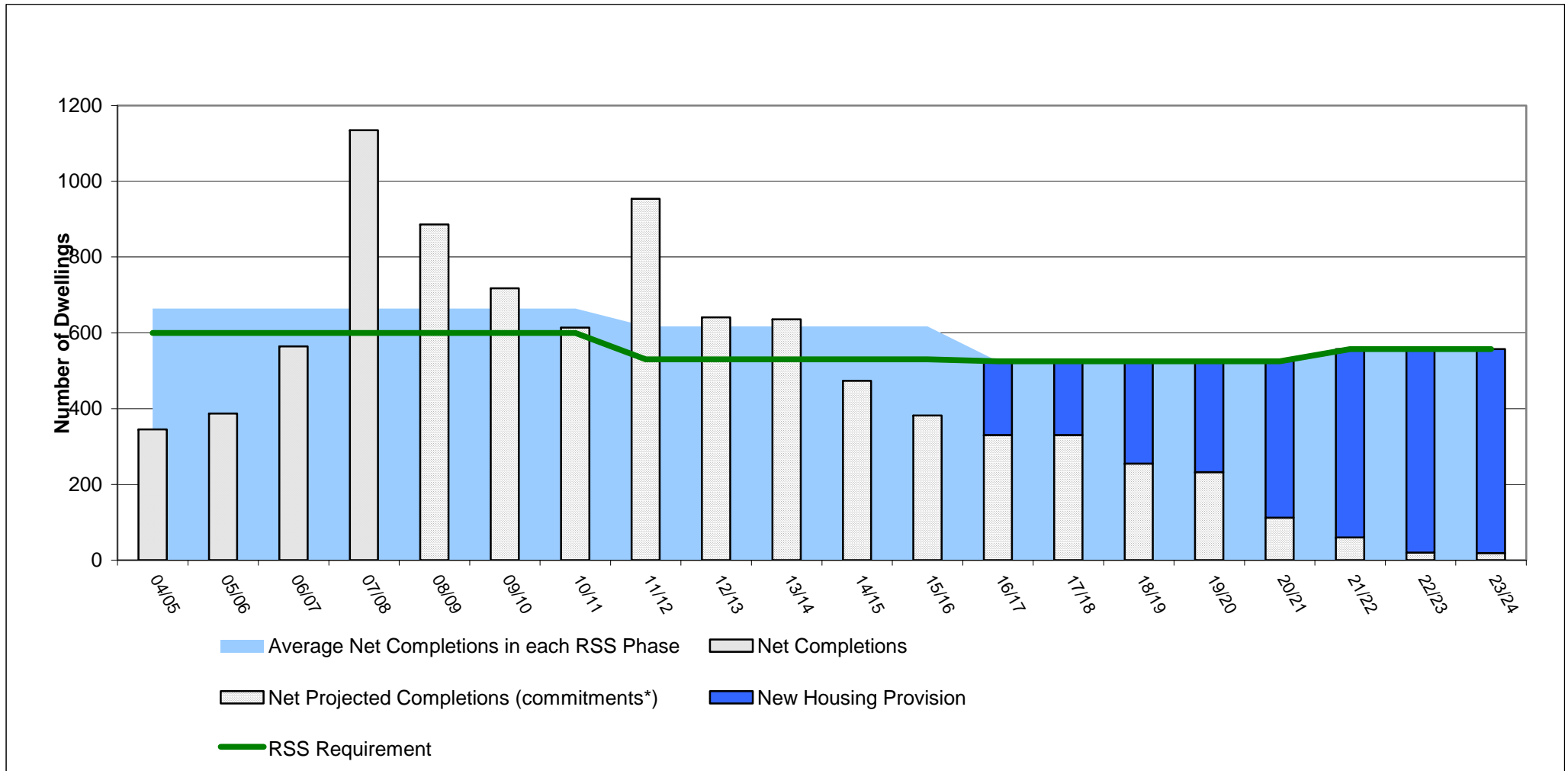
Housing Sub-division Commitments (dwellings with planning permission but not started or still under construction)

Core Area:	about 2400
Stockton:	about 1000
Thornaby:	about 700
Billingham:	about 250
Ingleby Barwick:	about 1600
Yarm and Eaglescliffe:	about 150
Rural:	about 500

- 12.4 The distribution of new housing provision will increasingly reflect the priority attached to the Core Area as the main growth area and focus of regeneration.
- 12.5 Sites for new housing provision will be identified in the Regeneration Development Plan Document and drawn from the Strategic Housing Land Availability Assessment.
- 12.6 The Regional Spatial Strategy has set a target of 70% for dwelling completions on previously developed land in the Tees Valley by 2008 and 75% by 2016. The Brownfield Land Trajectory overleaf shows that Stockton has not achieved the target of 70% by 2008 but that 75% is a realistic target for 2016.
- 12.7 The Council will monitor through the Annual Monitoring Report whether the brownfield and overall housing completions targets are being met.
- 12.8 If the level of brownfield housing completions falls below 55% during the period 2008 to 2016 or below 60% during the period 2016 to 2021 then the Council will consider if there are appropriate intervention measures to assist the delivery of brownfield sites.
- 12.9 If the level of overall level of housing completions is cumulatively 20% below the target for any of the three phases of the plan period or if a 5-year supply of deliverable housing land cannot be demonstrated, then the Council will seek to bring forward the delivery of site allocations. The Council will be pro-active in working with infrastructure providers, the Home Builders Federation, landowners and other relevant stakeholders in seeking to achieve this.
- 12.10 If there are not sufficient sites to be brought forward to maintain a 5-year supply of deliverable housing land then the annual update to the Strategic Housing Land Availability Assessment will seek to identify additional site allocation opportunities and a partial review of the housing allocations in the Regeneration DPD will be undertaken.
- 12.11 Allocations for the Billingham, Thornaby and Yarm and Eaglescliffe sub-divisions are of a relatively modest scale. This reflects that few potential housing sites have been identified through the Strategic Housing Land Availability Assessment.
- 12.12 The scale of housing provision in the Stockton sub-division reflects the plans and strategies of other service providers such as the North Tees Primary Care Trust and North Tees and Hartlepool National Health Service Foundation Trust.
- 12.13 A theme of the Core Strategy Preferred Options consultation was the need for new housing provision to be made for the Stockton sub-division as well as the Core Area.
- 12.14 The Core Area is considered to be a particularly dynamic area where change is very likely to produce housing development opportunities of a significant scale that have not been currently identified, bearing in mind the post 2021 timeframe.

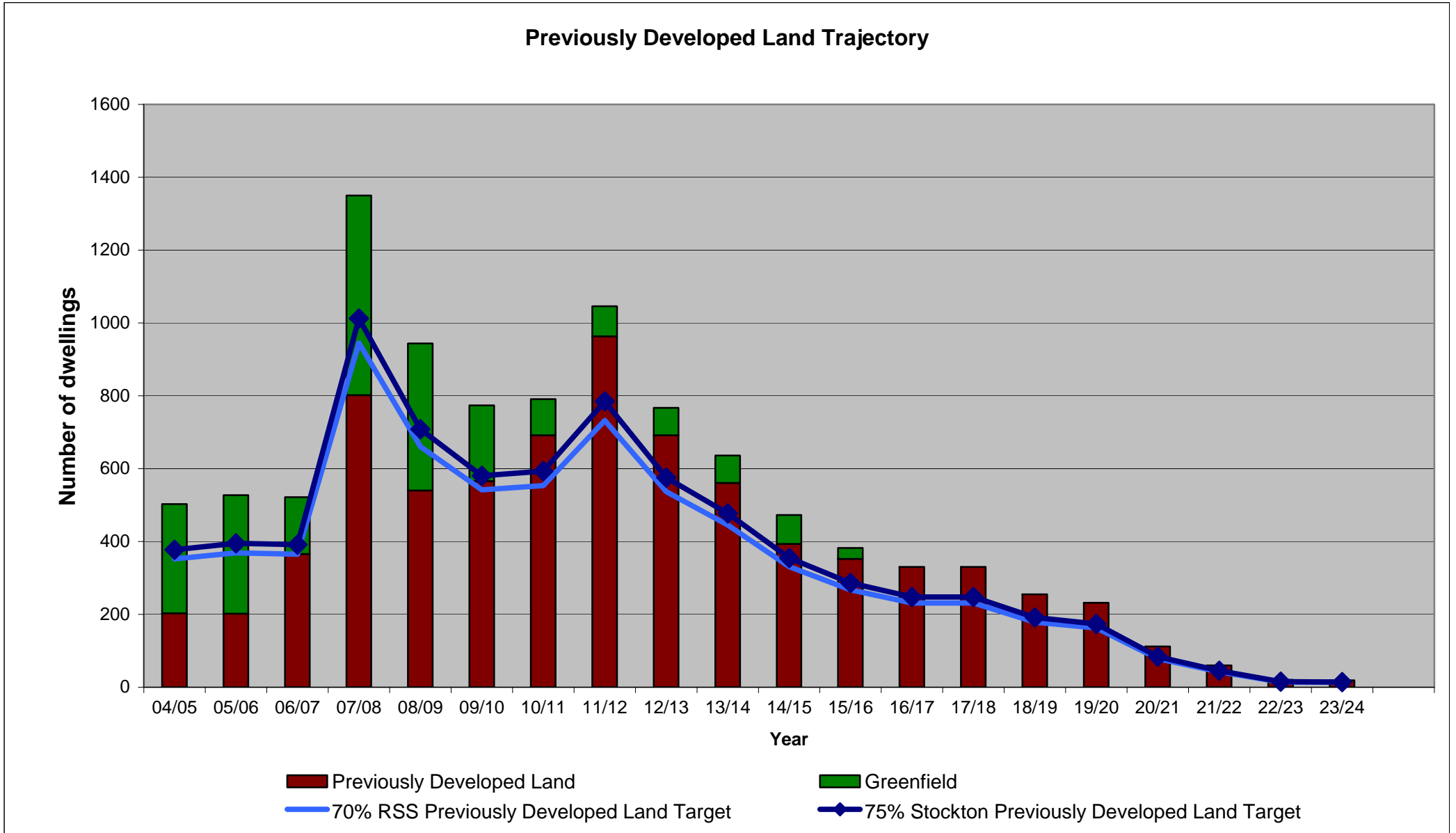
- 12.15 The Billingham, Thornaby, and Stockton housing sub-divisions have also been identified as broad locations in order to maintain a balanced distribution of new housing provision.
- 12.16 A planning application has been submitted to develop the Allens West site in Eaglescliffe for a mix of uses including 500 dwellings. Should consent be granted for development on this scale it would be a large development for the Yarm and Eaglescliffe sub-division bearing in mind that existing commitments are about 150 dwellings. Given the allocation of 50 to 100 dwellings for 2016 to 2021 and the possibility of an additional 500 dwellings through commitments, it is not considered appropriate to identify the Yarm and Eaglescliffe sub-division as a broad location.
- 12.17 Planning Policy Statement 3: Housing, requires a 15-year supply of housing to be demonstrated from the date of adoption of the Core Strategy
- 12.18 The graphs overleaf illustrate the Council's housing and brownfield land trajectories at March 2008, based on existing commitments and sites which are likely to contribute to the housing supply. The housing requirement for Stockton Borough in the Regional Spatial Strategy is as follows:
- 2004 to 2011: 4,200 dwellings (600 per annum)
 - 2011 to 2016: 2,650 dwellings (530 per annum)
 - 2016 to 2021: 2,625 dwellings (525 per annum)
 - 2021 to 2024: 1,665 dwellings (555 per annum)
- 12.19 The housing trajectory shows the 'frontloading' of supply and the need for new housing provision after 2016 in order to maintain a rolling 5-year supply. The brownfield trajectory shows that the target of 75% of housing completions on brownfield land is achievable.
- 12.20 The Tees Valley authorities have submitted an expression of interest in Growth Point status. The Tees Valley Growth Point expression of interest projects 20% uplift above the target in the Regional Spatial Strategy in two phases – now to 2011 and 2011 to 2016.
- 12.21 Small sites are defined as sites of less than 10 dwellings. Small sites have contributed to the diversity of the borough's housing offer and will continue to do so. Past contributions have been in the region of 50 dwellings per annum.
- 12.22 The villages in Stockton Borough are closely related to the urban areas and general housing need in Stockton Borough can be met within the urban areas.

Figure 2 Housing Trajectory



*Tees Valley Regeneration have stated that an application to increase the total permitted at North Shore from 480 (the existing consent) to 999 will be submitted in 2008. The commitments total includes this anticipated increase in the total number of dwellings permitted at North Shore. Net Projected Completions also includes estimated yield from Mandale Regeneration Phase 3 of 135 dwellings. Figure 3 Previously Developed Land Trajectory

Figure 3 Previously Developed Land Trajectory



CORE STRATEGY POLICY 8 (CS8): HOUSING MIX AND AFFORDABLE HOUSING PROVISION

1. Sustainable residential communities will be created by requiring developers to provide a mix and balance of good quality housing of all types and tenure in line with the Strategic Housing Market Assessment (incorporating the 2008 Local Housing Assessment update).
2. A more balanced mix of housing types will be required. In particular:
 - Proposals for 2 and 3-bedroomed bungalows will be supported throughout the Borough;
 - Executive housing will be supported as part of housing schemes offering a range of housing types, particularly in Eaglescliffe
 - In the Core Area, the focus will be on town and terraced houses and 2 and 3-bedroomed apartments.
3. Developers will be expected to achieve an average density range of 30 to 50 dwellings per hectare in the Core Area and in other locations with good transport links. In locations with a particularly high level of public transport accessibility, such as Stockton, Billingham and Thornaby town centres, higher densities may be appropriate subject to considerations of character. In other locations such as parts of Yarm, Eaglescliffe and Norton, which are characterised by mature dwellings and large gardens, a density lower than 30 dwellings per hectare may be appropriate. Higher density development will not be appropriate in Ingleby Barwick.
4. The average annual target for the delivery of affordable housing is 65 affordable homes per year to 2021 and 111 affordable homes per year for the period 2021 to 2024. These targets are minimums, not ceilings.
5. Affordable housing provision within a range of 10-25%, depending on the needs of specific areas, will be required on sites of 10 dwellings or more. Figures lower than the standard requirement for a specific area will only be acceptable where robust justification is provided. This must demonstrate that provision at the standard requirement would make a site unviable.
6. Off-site provision or financial contributions instead of on-site provision may be made where the Council considers that there is robust evidence that the achievement of mixed communities is better served by making provision elsewhere.
7. The mix of affordable housing to be provided will be negotiable on a site-by-site basis but the starting point for negotiations will be 30% intermediate and 70 % social rented tenures with a high priority accorded to:
 - i) the delivery of two and three bedroom semi-detached affordable houses;
 - ii) the delivery of two and three bedroom bungalows.

- 8. 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 part of a larger site, they will be required to make a proportionate affordable housing contribution;**
- 9. The requirement for affordable housing in the rural parts of the borough will be identified through detailed assessments of rural housing need. The requirement will be met through the delivery of a “rural exception” site or sites for people in identified housing need with a local connection. These homes will be affordable in perpetuity;**
- 10. The Council will support proposals that address the requirements of vulnerable and special needs groups consistent with the spatial strategy;**
- 11. Proposals for student accommodation will have to demonstrate how they will meet a proven demand.**
- 12. The Borough’s existing housing stock will be renovated and improved where it is sustainable and viable to do so and the surrounding residential environment will be enhanced;**
- 13. In consultation with local communities, options will be considered for demolition and redevelopment of obsolete and unsustainable stock that does not meet local housing need and aspirations.**

Justification

- 12.23 Providing a good mix of dwelling types, including provision for the needs of more vulnerable households, is vital to the “Improve our housing” ambition of the Sustainable Community Strategy, and the Strategic Housing Market Assessment provides the evidence base for this.
- 12.24 Higher density housing types will encourage a vibrant, lively and energetic Core Area and acknowledge the viability of the sites identified through the Strategic Housing Land Availability Assessment.
- 12.25 National research (Housing Choices and Aspirations of Older People: Research from the New Horizons Programme – February 2008) has found that older people generally felt that bungalows were the type of housing that worked best for them and that a minimum of two bedrooms were seen as essential.
- 12.26 The Stockton 2008-2011 Housing Strategy identifies addressing the shortage of bungalow accommodation across the Borough for all needs groups as a community priority. The delivery of executive housing integrated into mixed communities is an issue to be addressed. The housing offer needs to include modern executive housing in order to promote Stockton Borough as an attractive location for new businesses and Eaglescliffe is a particularly attractive location for this type of offer. The Regional Housing Aspirations Study (March 2005) identified an aspirational

demand for more executive detached housing, although executive housing may take many forms such as town houses.

- 12.27 There is general requirement throughout the urban areas for 2-bed starter homes and 3 and 4-bed family town, terraced, semi-detached and detached housing.
- 12.28 The approach to housing densities seeks to balance the desirability of achieving densities that can support local shops and services with the need to respect existing character where this makes a valuable contribution to local distinctiveness and achieving this balance will be a key priority for the Borough. Specific locations where development of a lower density than 30 dwellings per hectare may be appropriate will be identified through character assessment work the Council is undertaking and will be detailed in the Regeneration Development Plan Document.
- 12.29 The importance attached to the provision of affordable housing and the inappropriateness of high density flatted developments in parts of Yarm and Eaglescliffe and in Norton (for example Junction Road) was a particular theme from consultation with the Local Strategic Partnership Boards.
- 12.30 The capacity of the road network in the Ingleby Barwick area is under strain. Options to mitigate this are being explored but high-density development would increase the car trips generated by the build-out of the remainder of the Village 6 and thereby exacerbate the difficulty of achieving satisfactory mitigation measures.
- 12.31 Achieving the targets for affordable homes will also be important. The Local Housing Assessment 2006 identified an annual deficit in the provision of affordable housing for Stockton-on-Tees of 40 dwellings. The Tees Valley Local Housing Assessment 2008 Update and Strategic Housing Market Assessment (SHMA) Report identified an annual deficit in the provision of affordable housing for Stockton Borough of 866 dwellings. In order to meet requirement for affordable housing in the Tees Valley, the Report recommended affordable housing to be provided within a range of 10-25%, depending upon the level of needs for specific areas.
- 12.32 Sites for new housing provision will be identified through the Regeneration Development Plan Document. The level of affordable housing provision within the range of 10-25% that will be sought will depend on a viability assessment that will be undertaken and tailored to each housing sub-division. The Planning Obligations Supplementary Planning Document will be updated to be consistent with both the 10-25% range and the findings of the viability assessment.
- 12.33 The average annual target for affordable homes to 2021 takes into account the yield expected from the following sources:
- existing commitments (planning permissions) for affordable homes (about 250 homes);
 - bids to the Housing Corporation for funding for affordable homes (about 80 homes);
 - the possible affordable homes yield from a major application currently awaiting determination (about 75 homes);

- the application of an indicative average requirement of 20% to the new housing provision planned for 2016 to 2021 (about 240 homes).

- 12.34 The average annual target for affordable homes for the period 2021 to 2024 is based on an indicative average requirement of 20% of the housing requirement for that period.
- 12.35 Any development proposal, that does not accord with the minimum provision of affordable housing recommended for that specific area, following the viability assessment, will need to be supported by a financial appraisal. The Council will independently assess this.
- 12.36 The Tees Valley Strategic Housing Market Assessment has recommended an indicative target of 20% of new affordable housing to be intermediate tenure but added that the actual scale of delivery will be influenced by a range of factors, including Registered Social Landlord development proposals and the strategic importance placed by local authorities on diversifying the range of affordable housing tenures. In the light of these considerations, the indicative target for new affordable housing of intermediate tenure for Stockton Borough has been set at 30%.
- 12.37 The Council needs to retain the flexibility to take differing local circumstances into account. For example, in some areas there is already a high proportion of social-rented stock so it may be appropriate to consider a lower proportion of social rented tenure than 70% in these locations.
- 12.38 Financial contributions instead of on-site provision may also be used (in addition to funding new affordable housing provision) to deliver the Council's affordable housing requirements across the Borough. This may include for example:
- the refurbishment of existing affordable housing stock.
 - the purchase and refurbishment of private sector stock for conversion to affordable housing stock
 - bringing vacant upper floors above shops into use as affordable living accommodation
 - contributing to the Council's equity loan scheme to assist first-time buyers gain access to the housing market (residents who without this assistance would not be in a position to do so).
- 12.39 The Council is seeking to maximise the amount of affordable housing provided and therefore, sites need to be sensibly planned as a whole rather than come forward in a piecemeal manner.
- 12.40 The need for rural affordable housing will be identified through more detailed rural housing assessment work. This will be met through rural exception sites. A rural exception site is a small site in a small rural community that meets a genuine and proven need specifically for affordable housing. Such a site may be in a location that the Council would regard as inappropriate for general market housing and will always be within, or immediately adjacent and well-related to, an existing village.

Any proposed rural exception site will be expected to be located near to a basic level of services including a regular bus service and a shop.

- 12.41 Queen's Campus, which is part of Durham University, is located on Teesdale, south of the River Tees. There are around 2000 students based here. The number is predicted to grow to over 2,200 over the next five years, and then to around 2,700 – 2,800 in the medium to long term, subject to funding. The majority of students currently live in the Parkfield and Mandale areas, in private rented accommodation. The number of applications for student accommodation has increased recently, and the Council wishes to avoid an oversupply of provision.
- 12.42 Demolition and the provision of replacement housing that meets the needs and aspirations of the area may be the most positive option where housing is obsolete or it is unsustainable to bring poor quality housing up to a decent standard. This is consistent with the Sustainable Community Strategy which states that the Council will be creative and innovative in its approach, demolishing where necessary, updating and rebuilding where appropriate to improve the housing market in the Borough.

CORE STRATEGY POLICY 9 (CS9): PROVISION FOR GYPSIES AND TRAVELLERS AND TRAVELLING SHOWPEOPLE

- 1. Joint working with the Tees Valley Local Authorities will identify need for gypsy and traveller accommodation. In deciding where to provide for gypsy and traveller sites, locations in or adjacent to existing settlements will be considered in the first instance.**
- 2. Proposals for any new sites will be permitted where the proposed development:**
 - i) is accessible to schools, shops, health care and other local facilities;**
 - ii) is large enough to provide for adequate on site facilities for parking, storage, and residential amenity;**
 - iii) reflects the scale of and does not dominate the nearest settled community;**
 - iv) would not be detrimental to the amenities of adjacent occupiers.**
- 3. The Council will safeguard the existing site for gypsies and travellers at Bowesfield Lane unless the Council is satisfied that there is no longer a need for this provision.**

Justification

- 12.43 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 is also a number of other privately owned smaller sites.

- 12.44 The supply of additional authorised accommodation has slowed in recent years, leading to an increase in unauthorised sites. To respond effectively and appropriately to any identified lack of suitable accommodation, and to meet the needs of gypsies and travellers, the Council will identify additional sites. Proposals for gypsy and traveller accommodation will be subject to the same requirements as other residential developments.
- 12.45 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.
- 12.46 The Tees Valley Gypsy and Traveller Accommodation Needs Assessment will set out the requirement for any future accommodation needs within the Tees Valley.
- 12.47 General support for this policy approach was expressed through the consultation process, although concerns were raised about its compliance with Circular 01/06. These have been addressed in this redrafted policy.

13.0 THE ENVIRONMENT

- 13.1 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 and natural environment was seen as a key issue for many of those responding to consultations. Developing parks and green spaces is a 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 POLICY 10 (CS10):ENVIRONMENTAL ENHANCEMENT

- 1. Proposals will need to demonstrate that that there will be no adverse impact from development on the integrity of the Teesmouth and Cleveland Coast Special Protection Area and Ramsar Site, and other European sites.**
- 2. Development throughout the Borough and particularly in the Billingham and Seal Sands area, will be integrated with the protection and enhancement of biodiversity, geodiversity and landscape.**
- 3. The separation between settlements will be maintained through the protection and enhancement of the openness and amenity value of:**
 - i) Strategic gaps between the conurbation and the surrounding towns and villages, and between Eaglescliffe and Middleton St George**
 - ii) Green wedges within the conurbation, including**
 - 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
 - Urban open space and play space.
- 4. The integrity of designated sites will be protected and enhanced, and the biodiversity and geodiversity of sites of local interest improved.**
- 5. Habitats will be created in line with objectives of the Tees Valley Biodiversity Action Plan as part of development, and linked to existing wildlife corridors wherever possible.**
- 6. Joint working with partners and developers will ensure the successful creation of an integrated network of green infrastructure.**

- 7. Initiatives to improve the quality of the environment in key areas where this may contribute towards the tourism offer will be supported, including:**
 - i) Haverton Hill and Seal Sands corridor, as an important gateway to the Teesmouth National Nature Reserve and Saltholme RSPB Nature Reserve**
 - ii) River Tees Park.**
- 8. The delivery of the Tees Forest Plan will be supported.**
- 9. New development will be directed towards areas of low flood risk, that is Flood Zone 1, as identified by the Borough's Strategic Flood Risk Assessment (SFRA). In considering sites elsewhere, the sequential and exceptions tests will be applied, as set out in Planning Policy Statement 25: Development and Flood Risk, and applicants will be expected to carry out a flood risk assessment.**
- 10. When redevelopment of previously developed land is proposed, assessments will be required to establish:**
 - the risks associated with previous contaminative uses; and**
 - the biodiversity and geological conservation value.**

Justification

- 13.2 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, attracts investment and entrepreneurs, and is beneficial to wildlife. The Borough is largely urbanised, but is surrounded and intersected by high quality natural environments. An unusual feature is the presence of heavy industrial clusters adjacent to sites of international importance for nature conservation. The potential for conflict between these uses needs to be carefully managed. The Appropriate Assessment has informed this policy, and harm to the Teesmouth and Cleveland Coast SPA and Ramsar Site must be avoided.
- 13.3 Developing a strategic approach to green infrastructure will recognise its multi-functional role and a "joined-up" approach to its planning and management will address numerous environmental, social and economic objectives. The Tees Valley Green Infrastructure Strategy provides the wider context, and identifies the strategic green infrastructure network. Strategic priorities taken forward in this policy include:
 - Protecting and enhancing river corridor habitats and other wildlife corridors (Point 3); and
 - Protection, enhancement and appropriate management of statutory and non-statutory nature conservation sites (Points 1, 2 and 4).
- 13.4 Sites which have special value for nature conservation are given specific designation, according to their importance. In Stockton Borough, these include:

- Sites of international importance, such as Special Protection Areas (SPA) (for their bird populations), Special Conservation Areas (SCA) (for their plants and animals), and Ramsar sites (important wetlands). In the Borough, there is one such under this category, the Teesmouth and Cleveland Coast SPA and Ramsar site;
- Sites of national importance, known as Sites of Special Scientific Interest. These are Seal Sands, Cowpen Marsh, Whitton Bridge Pasture, Briarcroft Pasture, and the Tees and Hartlepool Foreshore and Wetlands;
- Local Nature Reserves at Bassleton Woods and the Holmes, Thornaby, Billingham Back Valley, Thorpe Wood, Grindon, Bowesfield Pond, Stockton, Charlton's Pond, Billingham and Quarry Wood, Eaglescliffe;
- Sites of Nature Conservation Importance. There are a number of these in the Borough, but their designation is currently under review in a study being undertaken by the Tees Valley Wildlife Trust, to inform the Environment Development Plan Document.

- 13.5 The Tees Forest was established in 1991, and extends over 350 square kilometers, encompassing the major towns across the Tees Valley. The aim is to create a well-wooded landscape to improve opportunities for wildlife, work, recreation and education for local people. Between 1991 and 2000, woodland cover in the Tees Valley increased by 756 ha. The goal is to increase woodland cover to 9253 ha by 2050.
- 13.6 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. The Borough's Strategic Flood Risk Assessment (SFRA) provides a detailed assessment of the flooding issues within the Borough. In relation to flood risk, developers are advised to contact the Environment Agency as to the specific requirements for assessment for development in Flood Zone 3. The Flood Risk Assessment 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 SRFA. Reducing the growth in surface water runoff as a result of development is addressed in Policy 3 Sustainable Living, and the targets set under the Code for Sustainable Homes.
- 13.7 Stockton Borough has a legacy of previously developed land in the urban core that can make an important contribution to its land supply for development. It is the responsibility of the land owner or developer to identify land affected by contamination and to ensure that remediation is undertaken to secure a safe development, without adverse impacts on human health or the environment. Good practice on this issue is given in Planning Policy Statement 23, Annex 2 Development on Land Affected by Contamination.
- 13.8 Many detailed comments were received through the consultation process, although the policy approach received general support. Many of the details will be addressed in the Environment Development Plan Document.

14.0 PLANNING OBLIGATIONS

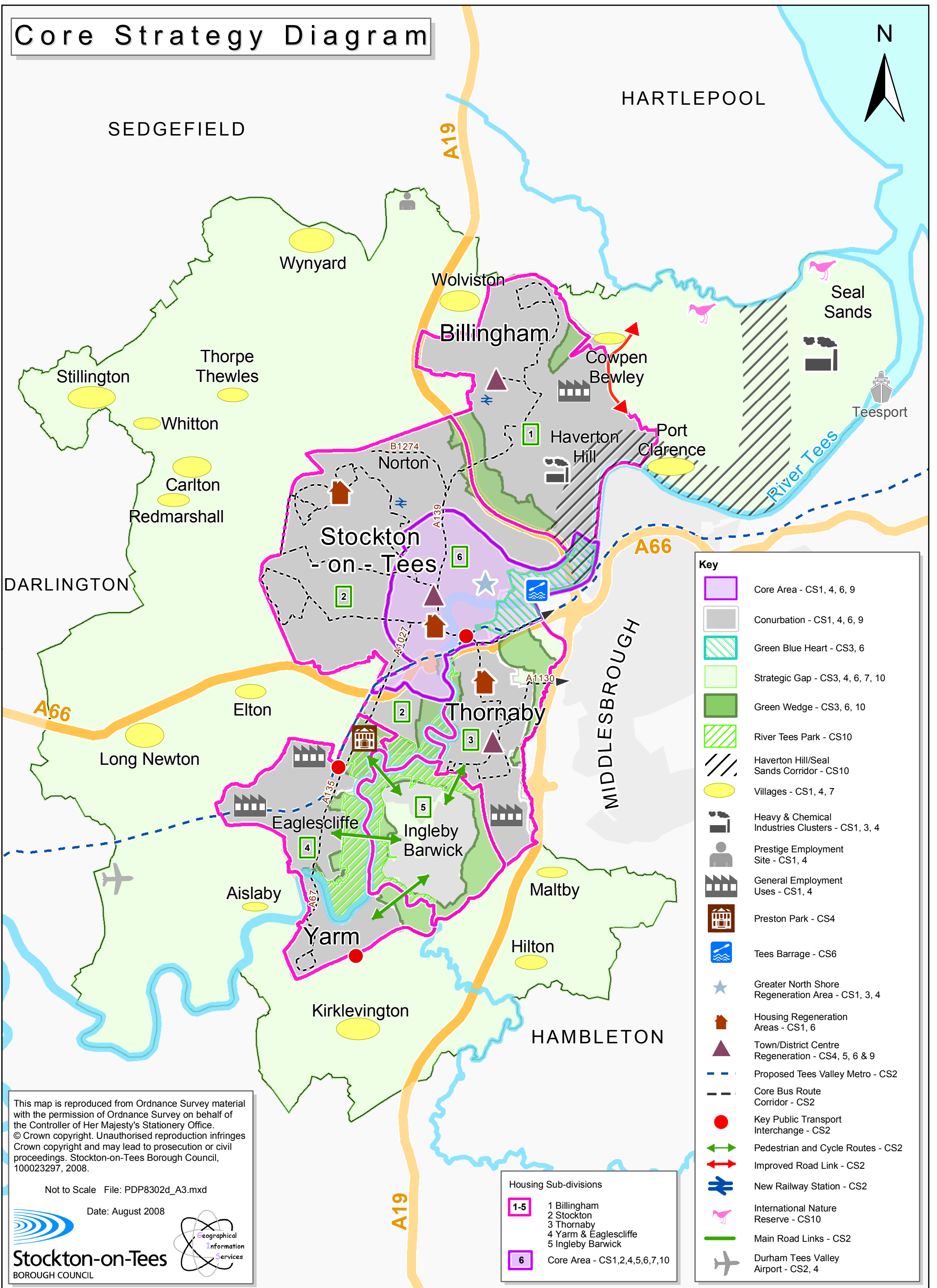
CORE STRATEGY POLICY 11 (CS11): PLANNING OBLIGATIONS

- 1. All new development will be required to contribute towards the cost of providing additional infrastructure and meeting social and environmental requirements.**
- 2. When seeking contributions, the priorities for the Borough are the provision of:**
 - highways and transport infrastructure**
 - affordable housing**
 - open space, leisure and recreation facilities, with particular emphasis on the needs of young people.**

Justification

- 14.1 Most new development results in additional demands for services and infrastructure. It is reasonable that developers should bear the costs of any additional requirements for services and facilities that arise out of that development. The type and amount of contributions will vary, dependent on the nature of individual sites.
- 14.2 Regard will be had to the provisions of Circular 05/2005, Planning Obligations. Further guidance relating to the Council's own requirements is contained in Supplementary Planning Document 6, Planning Obligations.
- 14.3 The Council will consider introducing a Community Infrastructure Levy (CIL) to support the provision of infrastructure. Any changes will be set out in a revised Supplementary Planning Document.
- 14.4 Seeking developer contributions to the provision of infrastructure received general support though the consultation process.

Core Strategy Diagram



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Date: August 2008

Stockton-on-Tees
BOROUGH COUNCIL

Geographical Information Services

Housing Sub-divisions	
1-5	1 Billingham 2 Stockton 3 Thornaby 4 Yarm & Eaglescliffe 5 Ingleby Barwick
6	Core Area - CS1,2,4,5,6,7,10

Key	
	Core Area - CS1, 4, 6, 9
	Conurbation - CS1, 4, 6, 9
	Green Blue Heart - CS3, 6
	Strategic Gap - CS3, 4, 6, 7, 10
	Green Wedge - CS3, 6, 10
	River Tees Park - CS10
	Haverton Hill/Seal Sands Corridor - CS10
	Villages - CS1, 4, 7
	Heavy & Chemical Industries Clusters - CS1, 3, 4
	Prestige Employment Site - CS1, 4
	General Employment Uses - CS1, 4
	Preston Park - CS4
	Tees Barrage - CS6
	Greater North Shore Regeneration Area - CS1, 3, 4
	Housing Regeneration Areas - CS1, 6
	Town/District Centre Regeneration - CS4, 5, 6 & 9
	Proposed Tees Valley Metro - CS2
	Core Bus Route Corridor - CS2
	Key Public Transport Interchange - CS2
	Pedestrian and Cycle Routes - CS2
	Improved Road Link - CS2
	New Railway Station - CS2
	International Nature Reserve - CS10
	Main Road Links - CS2
	Durham Tees Valley Airport - CS2, 4

15.0 FINDINGS OF THE SUSTAINABILITY APPRAISAL

- 15.1 The Core Strategy has been prepared alongside a Sustainability Appraisal (SA). The SA aims to predict and assess the economic, social and environmental impacts of the developed policies. The SA assesses these policies against 17 sustainability objectives.
- 15.2 The Council's spatial approach set out in the Core Strategy requires development to be focused in the conurbation, particularly within the core area, with emphasis on projects that support the Stockton Middlesbrough Initiative. The findings of the Sustainability Appraisal indicate that concentrating development in the urban area results in the most beneficial in meeting the Council's sustainability objectives.
- 15.3 This overall strategy positively promotes patterns of sustainable development, including an integrated transport system, with the following key benefits:
- Provision of additional housing, including affordable housing;
 - Increased investment in the economy to broaden the economic base;
 - Maintenance of a balanced portfolio of employment land;
 - Improvement of accessibility to services and facilities;
 - Reduction in the need to travel to reach jobs, services and facilities;
 - Reduction in the need to travel by car, as a result of a better choice of travel mode in addition to demand management measures;
 - Reduction in carbon emissions and improvements to energy efficiency, as part of the agenda to tackle climate change;
 - Improvements to the vitality and viability of town centres
 - Emphasis on the protection and enhancement of the built and natural environment, green open spaces, recreation, cultural and leisure facilities; and
 - The creation of a more sustainable urban environment through appropriate location, design, materials, public realm and more prudent use of resources.
- 15.4 However, in assessing the Core Strategy policies, the Sustainability Appraisal did identify issues with potential to have an adverse impact, the majority of which the Core Strategy recognises, mainly in Policy 10 Environmental Protection, including:
- The effect of the strategy on issues of flood risk, acknowledged through the need to apply the sequential and exceptions tests to development proposals;
 - The impact of development on the environment, local biodiversity and geodiversity. This is addressed by balancing the need for economic development with environmental protection, focusing on a high quality environment as a key economic driver, and protecting and enhancing key areas of green infrastructure and nature conservation value; and
 - Increase in the production of waste, to be addressed in the Joint Tees Valley Minerals and Waste Development Plan Documents.
- 15.5 The impact of the Core Strategy on some policy initiatives is uncertain, owing to the strategic nature of the plan. However, more detailed analysis will be undertaken, including on a site-by-site basis where appropriate, during the preparation of other

development plan documents, such as the Regeneration DPD, which will set out more detailed proposals to implement the Core Strategy.

- 15.6 All impacts will be monitored against the sustainability objectives on a continuing basis following the adoption of the Core Strategy.

Table 7 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 a 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 old industry and embracing 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 and 12.	Core Strategy Policy 1 The Spatial Strategy. Core Strategy Policy 2 Sustainable Transport. Core Strategy Policy 3 Sustainable Living. Core Strategy Policy 4 Economic Regeneration. Core Strategy Policy 5 Retail and Town Centre Uses. Core Strategy Policy 6 Community Facilities. Core Strategy Policy 7 Housing Distribution and Phasing. Core Strategy Policy 8 Housing Mix and Affordable Housing Provision.				
Tees Valley Green Infrastructure Strategy.	<p>To develop a network of green corridors and green spaces in the Tees Valley that:</p> <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 projects, and housing market renewal and produce high quality design and developments; Creates and extends opportunities for access, recreation and enhancement of biodiversity. 	Objectives 6, 8, 9, 11.	Core Strategy Policy 6 Community Facilities. Core Strategy Policy 10 Environmental Protection. Core Strategy Policy 11 Planning Obligations.				
<table border="1"> <thead> <tr> <th data-bbox="114 1007 376 1094">Strategy</th> <th data-bbox="376 1007 1189 1094">Key Objectives</th> <th data-bbox="1189 1007 1429 1094">Links with Core Strategy Objectives</th> <th data-bbox="1429 1007 2121 1094">Links with Core Strategy Policies</th> </tr> </thead> </table>				Strategy	Key Objectives	Links with Core Strategy Objectives	Links with Core Strategy Policies
Strategy	Key Objectives	Links with Core Strategy Objectives	Links with Core Strategy Policies				
Tees Valley Biodiversity Action Plan.	To support the UK Biodiversity Action Plan Objectives, in maintaining and enhancing international, national and local overall populations and natural ranges of species, habitats, and ecosystems.	Objective 8.	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.	Core Strategy Policy 1 The Spatial Strategy. Core Strategy Policy 2 Sustainable Transport. Core Strategy Policy 3 Sustainable Living. Core Strategy Policy 4 Economic Regeneration. Core Strategy Policy 5 Town Centres				

Middlesbrough Borough Council's Local Development Framework Core Strategy Development Plan Document.	<ul style="list-style-type: none"> To recognise the Tees Valley city region and identify the Stockton-Middlesbrough Initiative 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.	Core Strategy Policy 1 The Spatial Strategy Core Strategy Policy 2 Sustainable Transport. Core Strategy Policy 3 Sustainable Living. Core Strategy Policy 4 Economic Regeneration.
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.	Core Strategy Policy 1 The Spatial Strategy. Core Strategy Policy 2 Sustainable Transport. Core Strategy Policy 3 Sustainable Living. Core Strategy Policy 6 Community Facilities.
Strategy	Key Objectives	Links with Core Strategy Objectives	Links with Core Strategy Policies
Regeneration Strategy 2007 – 202.1	<ul style="list-style-type: none"> Physical regeneration focused on the river corridor. Economic regeneration. Vibrant town centers. Vibrant neighbourhoods. Delivering design quality. 'Fit for purpose' transport infrastructure. 	Objectives 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11 and 12.	Core Strategy Policy 1 The Spatial Strategy. Core Strategy Policy 2 Sustainable Transport. Core Strategy Policy 3 Sustainable Living. Core Strategy Policy 4 Economic Regeneration. Core Strategy Policy 5 Town Centres. Core Strategy Policy 6 Community Facilities. Core Strategy Policy 7 Housing Distribution and Phasing. Core Strategy Policy 8 Housing Mix and Affordable Housing. Core Strategy Policy 10 Environmental Protection. Core Strategy Policy 11 Planning Obligations.
Housing Strategy 2008 – 2011.	<ul style="list-style-type: none"> Rejuvenating the housing stock. Providing quality and choice. Improving and maintaining existing housing. Meeting community and social needs. 	Objectives 1, 7, 11, 12.	Core Strategy Policy 3 Sustainable Living. Core Strategy Policy 6 Community Facilities. Core Strategy Policy 7 Housing Distribution and Phasing. Core Strategy Policy 8 Housing Mix and Affordable Housing. Core Strategy Policy 9 Provision for Gypsy and Travellers and Travelling Showpeople.
Climate Change	<ul style="list-style-type: none"> To reduce greenhouse gases emission from within the 	Objectives 8, 10,	Core Strategy Policy 2 Sustainable Transport.

Action Plan 2007 – 2012.	Borough area through reducing energy use, better waste management, the use of sustainable transport and green procurement.	11.	Core Strategy Policy 3 Sustainable Living.
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16.0 MONITORING FRAMEWORK AND IMPLEMENTATION PLAN

Monitoring Framework

- 16.1 The improvements made to the quality of life within the Borough, as a result of the Council's plans and policies, can be measured at a number of levels. Multi Area Agreements are designed to be cross-boundary local area agreements, bringing together key players to tackle issues that are best addressed in partnership at regional and sub-regional levels. The Tees Valley, as a city region, will agree cross-boundary targets to address issues such as housing market imbalances, transport and infrastructure projects and economic development. These will be assessed at the sub-regional level. A Local Area Agreement sets out the local priorities that will make the Borough a better place. The targets associated with the chosen indicators will be monitored in order to measure the success of the Sustainable Community Strategy.
- 16.2 The Multi Area Agreements which will be used to monitor progress within the Tees Valley City Region are as follows:
- Gross Value Added per Head
 - New Business Registration Rate
 - People on Out of Work Benefits
 - Overall Employment Rate
 - Reliability of City Region Road Network
 - Net Additional Homes Provided
 - Per Capita CO2 Emissions from Industrial Premises.
- 16.3 Local Area Agreement improvement targets have been set to measure progress over the first three years of the Sustainable Community Strategy. These comprise a number of designated (agreed with Government), local (agreed by the Council locally for inclusion) and mandatory (required for inclusion by the Department of CSF) indicators, including measurements such as the overall employment rate, net additional homes provided, supply of ready to develop housing sites, and others relevant to the Core Strategy.
- 16.4 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.
- 16.5 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. A monitoring and implementation framework is set out overleaf.

- 16.6 A number of key targets, have been identified, as set out below, and the Implementation Plan on page ** gives a range of other indicators and targets, and the organisations responsible for these.

Key targets

Accessibility:

- No reduction in accessibility by public transport up to 2011.
- Restriction in the rate of growth in area-wide traffic mileage within the Borough between 2004 and 2011 to that recorded between 1994 and 2004.

These targets will be revised towards the end of the Local Transport Plan period.

Employment land Provision:

- Annual average take-up of employment land of 13 ha. (Stockton Borough Council).

Vitality and Viability of Town Centres

- Vacancy rates equal to or less than the national average.

Housing Provision:

- Spatial distribution: at least 50% of homes to be provided within the Core Area 2016 – 2021.
- 5 year annual average house completions of
 - at least 600/annum 2004 – 2011;
 - at least 530/annum 2011 – 2016;
 - at least 525/annum 2016 – 2021.
- 60 affordable homes to be provided every year 2016 – 2021.
- 75% of new dwellings to be built on previously developed land
- Average density of residential development to be greater than 30/ha.

(All Stockton Borough Council).

Sustainable Living

- 100% homes built to Code for Sustainable Homes Standard Level 3 by 2013, and Level 4 by 2016.
- 100% non-domestic buildings to be built to Building Research Establishment Environmental Assessment Method (BREEAM) standard 'Very Good' by 2013 and 'Excellent' by 2016.
- 100% homes to be built to Lifetime Homes standards by 2013.
- 100% homes to be carbon neutral by 2016.
- 100% non-domestic buildings to be carbon neutral by 2019.

Implementation Plan

Policy	Potential Implementation Frameworks	Lead Agencies	SA Objective	Indicator	Target	Strategic Outcome
Core Strategy Policy 1 Spatial Strategy.	Regeneration DPD. Environment DPD. Supplementary Planning Documents. Determining Planning Applications.	Stockton on Tees Borough Council (SBC). Tees Valley Regeneration (TVR). ONE (One North East). Developers. Landowners. Stockton Renaissance and the Area Partnership Boards.	SA 1, 2, & 4.	Adoption of DPDs and SPDs. Geographical spread of development within the Borough. (L.I.) ⁷	In line with the dates schedule set out in the LDS. Minimum of 50% of housing development to take place within the Core Area between 2016 and 2024.	Best use is made of land and sustainable development ensured, taking into account economic, social and environmental factors.
Core Strategy Policy 2 Sustainable Transport.	Regeneration DPD. Local Transport Plan. Sustainable Travel and Transport Strategy. Development Briefs. Greater North Shore Master Plan. Planning Obligations SPD.	SBC. HA (Highways Agency). Network Rail. Public Transport Providers. Neighbouring LAs. Land Owners. Developers.	SA11	Adoption of DPDs and SPDs. Bus patronage. (BVPI 102) ⁸ Number of cycle trips. (LTP3) ⁹ (L.I.) Passenger footfall at railway stations. (SUP4 ¹⁰) (L.I.) Changes in peak traffic flows to urban centers. Accessibility (Progress on schemes - see Core Strategy Policy 3). L.I.	In line with the dates schedule set out in the LDS. 10% reduction in users 2005/06 – 2010/11. 50% increase 2004/05 – 2010/11. 720,220 by 2010/11. No overall increase for 2010/11 compared with 2006/07 baseline. (LTP6)	Improved access into our town centres, and throughout and beyond the Borough by forms of transport other than by private car.
Core Strategy Policy 3	Regeneration DPD. Environment DPD.	SBC. Developers.	SA13, 14	Adoption of DPDs and SPDs.	In line with the dates schedule	Sustainable principles are at the centre of all new

⁷ L. I. Local Indicator.

⁸ BVPI Best Value Performance Indicator.

⁹ LTP Local Transport Plan Mandatory Indicator

¹⁰ SUP Local Transport Plan Supplementary Indicator

MONITORING FRAMEWORK AND IMPLEMENTATION PLAN

Policy	Potential Implementation Frameworks	Lead Agencies	SA Objective	Indicator	Target	Strategic Outcome
Sustainable Living.	Climate Change Action Plan. Air Quality Strategy. Community Safety Plan. Joint Minerals and Waste DPDs. Planning Obligations SPD. Residential Design Guide SPD.	Police Architectural Liaison Officer.		% of new residential development within 30 minutes' public transport time of a GP, a hospital, a primary school, a secondary school, areas of employment and a major retail center. (C.I.) ¹¹ Reduction in CO ₂ emissions per capita. (N.I.) ¹² % of homes constructed to Sustainable Homes Code Levels. (L.I.) Buildings constructed to Building Research Establishment Environmental Assessment Method standards.	set out in the LDS. 100%. (L.I.) To meet the 1.25% annual reduction targets (measured as an average reduction over 5 years). 100% Level 3 to 2013; 100% Code Level 4 2014 onwards. 100% 'Very Good' up to 2013; 100% 'Excellent' 2014 onwards.	development and regeneration schemes, helping to tackle climate change and improve the quality and security of the environment for current and future generations.
Core Strategy Policy 4 Economic Regeneration.	Regeneration DPD. Regeneration Strategy. Determining Planning Applications. Commercial Improvement Study.	SBC. Developers. Private Businesses. Landowners.	SA1,2,4, 10	Adoption of DPDs and SPDs set out in the LDS. Take up of employment land. (C.I.) Overall Employment Rate. (NI151)	In line with the dates schedule set out in the LDS. Annual average of 13 ha. 74.1% by 2010/1.1	A vibrant economy which is attracting investment and achieving business growth.
Core Strategy Policy 5 Town Centres.	Regeneration DPD. Regeneration Strategy. Determining Planning Applications. Commercial Improvement Study. Town Centre Action	SBC. Developers. Private Businesses. Landowners. Retailers. Town Centre Managers.	SA1,2,4	Adoption of DPDs and SPDs. Stockton town centre in the top 100 retail destinations nationally.	In line with the dates schedule set out in the LDS. By 2020.	Vital and viable town centres which offer a range of quality retail and other town centre uses.

¹¹ C. I. Core Indicator for the Annual Monitoring Report.

¹² N. I. National Indicator.

MONITORING FRAMEWORK AND IMPLEMENTATION PLAN

Policy	Potential Implementation Frameworks	Lead Agencies	SA Objective	Indicator	Target	Strategic Outcome
	Plans.			Reduction in town centre vacancy rates. (L.I.) Increased footfall within the town centers. (L.I.) Rental Levels. (L.I.) No. of upper floors brought back into use. (L.I.)	A 10% reduction in voids in Stockton town center by 2010/11. Increase the footfall in Stockton town centers two main shopping centers year on year (baselines December 2005 Castlegate 768114; Wellington Square 577214.	
Core Strategy Policy 6 Community Facilities.	Regeneration DPD. Planning Obligations SPD. Open Space and Landscaping SPD. Regeneration Strategy. Museums Strategy. Play Strategy. Playing Pitch Strategy. Determining Planning Applications.	SBC. Developers. Landowners. SRCGA ¹³ . Town Centre Managers. British Waterways. Theatre Trust. DfES. ¹⁴ Primary Care Trust.	SA1,2,4,6	Adoption of DPDs and SPDs. Provision of open space within new housing development. (L.I.) Provision of new community facilities for community use. (L.I.)	In line with the dates schedule set out in the LDS. In accordance with guidance to be set out in SPD.	Community facilities, together with open space, leisure, sport and recreation provision is sufficient to meet the needs of residents.
Core Strategy Policy 7 Housing Distribution and Phasing Core Strategy Policy 8 Housing Mix and Affordable Housing.	Regeneration DPD. Residential Design Guide. Housing Strategy. Housing Investment Plan. Older People's Strategy. Supporting People. Regeneration Strategy. Planning Obligations SPD. RSL ¹⁵ Investment Programmes. Neighbourhood Renewal Strategy. Determining Planning Applications.	SBC. Landowners. Developers. RSLs and other Housing Providers. Private Landlords. CLG. ¹⁶	SA4,5,6	Adoption of DPDs and SPDs. Number of completions. (C.I.) % development on previously developed land. (C.I.) Number of affordable homes completed. (C.I.) Density of Development (C.I.)	In line with the dates schedule set out in the LDS. Minimum annual average a year of: 600 2004/11; 525 2011/21; 530 2021/24. 75%. 65/year to 2021; 111/year 2021 – 2024. Average of 30+ per hectare.	Improved quality of life for local people with a better living environment and a mix of housing provision to meet all needs.

¹³ SRCGA Stockton Residents and Community Groups Association.

¹⁴ DfES Department for Education and Skills.

¹⁵ RSL Registered Social Landlords.

¹⁶ CLG Communities and Local Government

MONITORING FRAMEWORK AND IMPLEMENTATION PLAN

Policy	Potential Implementation Frameworks	Lead Agencies	SA Objective	Indicator	Target	Strategic Outcome
Core Strategy Policy 9 Provision for Gypsies, Travellers and Travelling Showpeople.	Regeneration DPD. Housing Strategy. Determining planning Applications.	SBC. Gypsy and Traveller Association. Representatives of Gypsy and Traveller Communities.	SA5	Adoption of DPDs and SPDs. Number of unauthorised sites. (L.I.) No. of new pitches provided. (L.I.)	In line with the dates schedule set out in the LDS. 0. To be set in Regeneration DPD.	Adequate housing provision to meet the needs of the Borough's gypsy and traveling communities.
Core Strategy Policy 10 Environmental Enhancement.	Regeneration DPD. Environment DPD. Environment Strategy. Green Space Strategy. Biodiversity Action Plan. Determining Planning Applications.	SBC. Environment Agency. Natural England. English Heritage. Tees Valley Wildlife Trust. Tees Forest. Other environmental Groups.	SA1,6,9, 10,11, 12,13, 14,15 16,17	Adoption of DPDs and SPDs. Condition of priority habitats against Natural England guidelines. (C.I.); Protection of strategic gaps and green wedges from inappropriate development. (L.I.)	In line with the dates schedule set out in the LDS. No decline in condition.	A high quality environment for both residents and visitors to enjoy, with a thriving rural economy, enhanced landscapes and increasing biodiversity across the Borough.
Core Strategy Policy 11 Planning Obligations.	Planning Obligations SPD. Determining Planning Applications.	Development Management Process.	SA1,13	Number of permissions with associated contributions. (L.I.)		Infrastructure provision meets the needs of the Borough's growing communities.

17.0 THE EVIDENCE BASE

Bird Migration Study	
Building Schools for the Future in Stockton-on-Tees Borough	Secondary Education Consultation November 2007
Employment Land Review 2008	Stockton on Tees Borough Council May 2008
Extended Schools Programme	The extended schools prospectus, <i>Access to Services and Opportunities for All</i> , June 2005
Housing Monitoring Database	Stockton on Tees Borough Council March 2008
Local Housing Assessment 2006	Stockton on Tees Borough Council December 2006
Local Transport Plan 2006 – 2011	Stockton on Tees Borough Council March 2006
Momentum: Pathways to Healthcare Programme	North Tees & Hartlepool NHS Foundation Trust, 2008.
Open Space Audit	Stockton on Tees Borough Council, November 2005; updated May 2008
Primary Capital Programme	
Regeneration Strategy for Stockton Borough 2007 - 2012	Stockton on Tees Borough Council
Shaping our Future: A Sustainable Community Strategy for the Borough of Stockton-on-Tees 2008 - 2021	Stockton on Tees Borough Council
Stockton Middlesbrough Initiative – Development Framework	Gillespies Consultants April 2005
Stockton Middlesbrough Retail Study	Joint study on behalf of Stockton on Tees and Middlesbrough Borough Councils April 2008
Stockton on Tees Climate Change Action Plan 2007 - 2012	Stockton on Tees Borough Council March 2007
Stockton on Tees Housing Strategy 2008 - 2011	Stockton on Tees Borough Council
Stockton Town Centre Study	
Strategic Housing Land Availability Assessment 2008	Stockton-on-Tees Borough Council, March 2008
Strategic Housing Market Assessment 2008	Joint Tees Valley Study June 2008
Tees Forest Plan	North East Community Forests
Tees Valley Biodiversity Action Plan	June 1999
Tees Valley Green Infrastructure Strategy	Tees Valley Joint Strategy Unit (Draft for Consultation January 2007)
Tees Valley Gypsy and Traveller Accommodation Needs Assessment	Joint Study on behalf of the 5 Tees Valley Authorities
Tees Valley Strategic Flood Risk Assessment	February 2007
Village Study	Stockton on Tees Borough Council 2008
Wind Capacity Study	

18.0 LOCAL PLAN POLICIES TO BE REPLACED BY CORE STRATEGY POLICIES

Local Plan Policy	Core Strategy Polices
Policy GP1	CS2, 3
Policy EN2	CS10
Policy EN7	CS10
Policy EN12	CS10
Policy EN14	CS1, CS10
Policy IN5	CS4, CS10
Policy IN6	CS4
Policy IN7	CS4
Policy IN10	CS4
Policy COMM1	CS6
Policy REC8	CS10
Policy S1	CS5
Policy S12	CS5
Policy TR1	CS2
Policy TR8	CS2
Policy TR11	CS2
Policy TR12	CS2
Policy TR13	CS2
Policy TR15	CS2
Policy TR16	CS2
Policy TR18	CS2
Policy TR20	CS2
Policy TR21	CS4

19.0 CONTACT DETAILS

If you would like further copies of this plan, please contact:

Jane Elliott, Principal Planning Officer

Tel: 01642 526053

Email: spatialplans@stockton.gov.uk.

If you would like to be kept informed about further planning policy documents and consultations, your contact details can be added to our consultation database. We will use the information you give to let you know about further consultations. The information will be held securely on a database or within a file and will be treated in the strictest confidence and will not be disclosed to any third parties unless allowed by law. Please call us on 01642 528557 or email spatialplans@stockton.gov.uk.

The address for any correspondence is:

Spatial Planning Manager
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Stockton Borough Council
Gloucester House
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Stockton-on-Tees
TS18 1TW

APPENDIX 1

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, and will seek to develop niche roles, and provide 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 creates an 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 Stockton-Middlesbrough Initiative 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 specialist roles for the Stockton town centre;
- Establishing an evening economy throughout the town centre, with particular emphasis on the Green Dragon Yard area;
- Revitalisation of central housing areas;
- 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 rationalization of car parking provision;
- Improve 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 and 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, energy efficiency and use of renewable energy;
- Safeguarding and enhancing buildings, sites, and areas of heritage and cultural importance;
- Limited development in rural areas;
- Safeguarding and improving sites of biodiversity, particularly along the River Tees and Lustrum Beck; and

- 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 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 retail centre and its associated leisure and recreation 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, reprocessing industries and the development of associated manufacturing industries;
- Further employment development at Belasis Technology Park;
- Promotion of the area as a location for industries which require a river –based location;
- Development of leisure, recreation and cultural facilities within the Green Blue Heart, together with flagship projects illustrating what can be achieved through sustainable construction, energy efficiency and 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 retention of rail freight links to industrial areas;
- 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;
- Protection and enhancement of the International Nature Reserve at Seal Sands and associated areas;
- Safeguarding and improving sites of biodiversity, particularly along the river Tees, at Teesmouth, along Billingham Beck and within green wedges;
- Environmental improvements to the Haverton Hill and Seal Sands corridor;
- Encouraging tree planting and integrated habitat creation and management to support the Tees Forest Plan and Biodiversity Action Plan;
- Limited development in rural areas.

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 serve the growing community.

The Council and its partners will place emphasis on:

- Redevelopment of Thornaby centre, together with other development of a scale and nature which supports the role of the town as a district centre;
- Continued employment development on Teesside Industrial Estate;
- Regeneration of the river corridor, to support the Stockton-Middlesbrough Initiative;
- Development of leisure, recreation and cultural facilities within the Green Blue Heart, together with flagship projects illustrating what can be achieved through sustainable construction, energy efficiency and use of renewable energy;
- 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;
- Maintaining and improving the public transport network within and between Thornaby, Ingleby Barwick and other areas within and outside the Borough;
- Investigating and supporting ways to improve traffic circulation in 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;
- Development of the River Tees Park;
- Encouraging tree planting and integrated habitat creation and management to support the Tees Forest plan and Biodiversity Action Plan;
- Limited development in rural areas.

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:

- 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;

- Development of a light rail corridor linking Saltburn to Darlington with associated upgrading of station facilities;
- Supporting measures to upgrade Eaglescliffe station in terms of accessibility and the environment in recognition of the new Sunderland – London route;
- Promoting the potential for river-based tourism, leisure and recreation facilities;
- Enhancing Preston Park as a tourist venue;
- Development of the River Tees Park;
- Safeguarding and enhancing buildings, sites, and areas of heritage and cultural importance;
- Safeguarding and improving 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;
- Limited development in rural areas.