

Stockton-on-Tees Local Plan

Infrastructure Strategy

Regeneration and Environment Local Development Document

Preferred Options

Consultation Draft

July 2012.

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1. Introduction

- 1.1. The purpose of this version of the Stockton on Tees Infrastructure Strategy is to outline the key infrastructure requirements needed to support the scale of growth put forward in the Regeneration and Environment Local Development Document (LDD), as well as the adopted Core Strategy
- 1.2. The Infrastructure Strategy of the Adopted Core Strategy (March 2010) identifies and considers and sets out the position in the Borough of five key areas of infrastructure provision:
 - Transport;
 - Education;
 - Health Provision;
 - Provision of Utilities;
 - Green Infrastructure and other Community Facilities.
- 1.3. In preparing that Infrastructure Strategy the Council engaged in discussions with key infrastructure providers in order to ensure that plans were in place to deliver the necessary infrastructure, which would underpin the planned development.
- 1.4. This document seeks to identify what is available and what is needed to implement the allocations and proposals, and is based on the information currently available. It is a 'live' document and will respond and adapt to changing needs and circumstances as the Regeneration and Environment LDD progresses towards Examination. It also rolls forward the information and narrative in the existing Core Strategy Infrastructure Strategy published to support the Core Strategy in 2010.
- 1.5. The evolving Infrastructure Strategy will also as far as possible, identify:
 - Infrastructure needs and costs;
 - Phasing of development;
 - Funding sources;
 - Responsibilities.

However, because of the limitations to investment and infrastructure planning by service providers, the Strategy can only attempt to give certainty to their plans and programmes during the next five years.

Spatial Strategy and Allocations

- 1.6. The Regeneration and Environment LDD brings together the planning policies and allocations intended for three separate documents:
 - The Regeneration DPD;
 - The Environment DPD;
 - Yarm and Eaglescliffe Area Action Plan.

The document also includes the outcome of the Core Strategy Review (Planning for Housing consultation) undertaken during 2011 and 2012.

- 1.7. The Regeneration and Environment Development Plan Document will contain the policies to shape development in Stockton on Tees up to 2029. It identifies sites for housing, employment, transport infrastructure and key gateway and regeneration sites, and sets out a suggested approach for each of them.
- 1.8. Sites are allocated in Stockton to deliver the adopted housing spatial strategy as far as possible and subsequently allocates sites that can deliver regeneration objectives and support disadvantaged communities, satisfy housing need and demand identified in the Tees Valley and Strategic Housing Market Assessment, and provide for sustainable communities with an appropriate and aspirational housing need.
- 1.9. New housing sites are allocated at:
- Nifco Site, Yarm Road, Stockton;
 - Urlay Nook, Urlay Nook Road, Eaglescliffe;
 - University Hospital of North Tees, Hardwick Road, Stockton;
 - Blakeston School, Junction Road, Norton;
 - Norton School, Berkshire Road, Norton;
 - Land at Leeholme Road, Billingham;
 - Harrowgate Lane, Stockton;
 - Yarm Back Lane, Stockton;
 - West Yarm, Allerton Balk, Yarm;
 - South West Yarm, Green Lane, Yarm;
 - Wynyard Settlement.
- 1.10. The adopted Core Strategy gives a high priority to development on a number of key gateway and more general regeneration sites. It is now acknowledged that those sites have deliverability challenges and they are no longer integral to meeting housing need and demand. Nevertheless, the Council will support development at the Stockton Riverside, Northern Gateway, Mandale Triangle and Boathouse Lane and more generally within the Green Blue Heart and North Shore.
- 1.11. The approach to employment sites reflects the adopted Core Strategy, and no new allocations are proposed in the document. However, of the sites identified in the adopted Core Strategy, the general employment site at Urlay Nook and prestige employment site at Wynyard have been re-allocated for housing.
- 1.12. In March 2011, the Government announced a new wave of enterprise zones, with a Tees Valley Enterprise Zone being approved shortly after. There are 12 individual Enterprise Zones within the Tees Valley; three of those are within the Borough and these are:
- Belasis Business Park – Where new business will receive business rate relief and should be focused on advanced manufacturing and engineering, chemicals, and renewable energy;

- North Shore – Where new business should focus on the digital economy and will receive business rate relief;
- New Energy & Technology Park (Seal Sands) – Which will be focused on Renewable Energy, Chemicals, Advanced Engineering. Proposals on this site will benefit from an enhanced capital allowance.

However, it should be noted that these do not include new site allocations.

2. Transport and Accessibility

- 2.1. The Tees Valley Economic and Regeneration Statement of Ambition produced by Tees Valley Unlimited, the most recent vision for the Tees Valley Economy, highlights the important role that transport will play in facilitating growth.
- 2.2. Beyond the need to ensure that rail and road links between the Tees Valley and the rest of the Country are enhanced, is the need for better local connectivity. Both residents and visitors should with ease, be able to access employment, education, healthcare, retail and leisure facilities, by public transport as well as private vehicles.
- 2.3. Local Authorities, business and other public sector leaders in the Tees Valley, through Tees Valley Unlimited have prioritised three Government transport challenges, and those are to:
 - Improve the journey and experience of transport users of urban, regional and local networks, including interfaces with national and international networks;
 - Improve the connectivity and access to labour markets of key business centres; and
 - Deliver quantified reductions in greenhouse gas emissions within cities and regional networks, taking account of cross-network policy measures.
- 2.4. The Statement of Transport Ambition for the Tees Valley seeks to deliver on those objectives and sets out that:
 - There will be continued investment in our bus network alongside the 20 or so routes that will benefit from the Tees Valley Bus Improvement Scheme in the next five years, examining cost effective ways to provide linkages to the core commercial routes that will benefit from this investment, and developing an integrated smart ticketing system alongside other partners in the North East; (*Tees Valley Bus Improvement Scheme*)
 - There will be continued work with the rail industry to secure the development of Tees Valley Metro to use the rail network in a much more efficient way to connect our main centres, service the new industries and develop strategic park and ride opportunities. We will expect greater involvement in the negotiation of future rail franchises in order to achieve this by providing services that better meet the needs of future users rather than relying on historic patterns of demand and scheduling; (*Tees Valley Metro*).
 - There will be continued effort to provide targeted highway infrastructure investment to support specific development proposals and improve the management of the strategic road network as part of a joint development plan agreed with the Highways Agency; and
 - There will be a continued effort to enhance links to and from our national and international gateways including Teesport and Durham Tees Valley Airport.

Strategic Road Network

- 2.5. Although the Tees Valley does not suffer from widespread traffic congestion to the same extent as some city regions, there is congestion on localised sections of the local and trunk road networks. It is evident on the major critical routes such as at the A19-A66 interchange encompassing the Tees flyover and links to Middlesbrough, A19 south of Wynyard, and the A1053 access to Teesport and important arterial roads.
- 2.6. Of particular significance is the congestion on the A19 northbound carriageway exacerbated by traffic accessing the Wynyard Development.
- 2.7. Funding has been secured towards the delivery of the first phase of the Network Management Strategy, and used by the Highways Agency to install traffic lights at five entry slip roads along the A19 and the A66. This has enabled identified housing growth to be delivered, that might otherwise have been delayed due to impacts on the strategic network.

Local Highway Network

- 2.8. The Stockton on Tees Local Transport Plan 3 (LTP3) (2011 – 2016) sets out the Borough's transport strategy and delivery plan. The Strategy sets out the broad terms of how transport affects the residents and transport users in the Borough and what the Council and partners are to do to address the transport related issues. The strategy has three separate elements: The Tees Valley Transport Strategy: 'Connecting the Tees Valley – Statement of Transport Ambition' (2011-2021), the Stockton on Tees Borough Transport Strategy and the Area Transport Strategies.
- 2.9. Based on the future development proposals, the Tees Valley Area Action Plan and the Implementation Plan identifies the likely areas of congestion on the local highway network and mitigation measures required to facilitate economic growth and ensure that the strategic road network remains uncongested.
- 2.10. To date a number of local highway network improvements have been delivered:
 - A19/A174 Junction Improvements – Signalisation and capacity improvements
 - A174/A1053/B1380/Western Gateway - Junction capacity improvements
- 2.11. Current funding is set out in the table below and the projects and implementation plan is set in Appendix 1

Table 1: Annual Capital Funding Allocations

	LTP Annual Block Allocations (£m)				
	2011/2012	2012/13	2013/2014	2014/2015	2015/2016
Integrated Transport Block	1.168	1.246	1.246	1.752	TBC

Maintenance Block	2.019	2.098	2.027	1.909	TBC
Total	3.187	3.344	3.273	3.661	TBC

Ongoing Projects

Tees Valley Metro

2.12. This project continues to be the main focus for future rail enhancements in the area. The key long-term outcomes that Tees Valley Metro will deliver are:

- A service frequency of 15 minutes between Darlington and Saltburn, and between Hartlepool and Nunthorpe during the working day – compared to 30-60 minutes today
- Darlington to Saltburn end-to-end journey time of no more than 48 minutes – compared with 53 minutes today;
- Additional tracks to provide sufficient capacity to meet demands of the next 20-30 years, including freight movements;
- A new station at Durham Tees Valley Airport, replacing the existing Teesside Airport Station;
- Additional new stations at Morton Palms, Teesside Park, Middlehaven, The Ings, Nunthorpe Parkway, James Cook University Hospital and Queens Meadow
- Improvements to existing stations; and
- Newer, lighter trains

2.13. Phase 1 of the Metro Project in Stockton comprise 'early win' schemes for which funding has been secured and are either now complete or under/approaching construction:

- Eaglescliffe Station – new ticket office, improved passenger waiting facilities, accessibility improvements and an extension to the existing car park
- Thornaby Station – accessibility improvements

Timetable and Progress

STATION	IMPROVEMENTS	NOTES
Eaglescliffe	<ul style="list-style-type: none"> • New staffed ticket office/waiting facility • New waiting shelters and passenger information screens • New improved footbridge to improve pedestrian access • Extension to existing car park 	<p>Ticket Office and Waiting Schedules scheduled to be complete by December 2011</p> <p>Other improvements scheduled to be complete by Summer 2012</p>

Thornaby	<ul style="list-style-type: none"> Existing footbridge replaced with modern structure which improves pedestrian access 	Scheduled to be complete by Summer 2012
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Tees Valley Freight Transport

- 2.14. There is committed investment for rail infrastructure improvements in the Tees Valley to ensure that the network is capable of accommodating 9'6" freight containers. This involves platform alterations and changes to rail signals with the largest single scheme being the partial reconstruction of the overbridge at Dinsdale Rail Station (Darlington).

Tees Valley Bus Network Improvements

- 2.15. This is a comprehensive series of bus priority measures, improved passenger waiting facilities, consistently high quality specification for vehicles, and measures to improve information and ticketing on core bus routes across the Tees Valley.
- 2.16. This scheme had final approval from the DfT in June 2012 confirming that £37.5 million of central Government funding (£56.7m in total) would be made available. This is now being delivered over a five year period to 2015.
- 2.17. This investment is being focused largely on the core, frequent and commercially provided tier of the hierarchical bus network, to bring about a quality, stable and sustainable system that offers an effective alternative to the private car. However, all services will benefit from the measures.
- 2.18. The completions to date are:
- Mandale Gyratory, Thornaby – Contra-flow westbound bus lane installed on Mandale Road, with additional bus lanes and priority at either end, to significantly reduce journey times and provide access to Thornaby Station;
 - Durham Road, Stockton – Bus lanes provided on approaches to two key junctions, including the Hardwick Road roundabout where new and modified filter lanes improve traffic flows.
- 2.19. The current (2011-2013) and future schemes are:
- Stockton High Street – New stop layout to facilitate interchange and remodelling at both ends to cater for all bus turning movements without detours;
 - Yarm Lane, Stockton – Bus lane to smooth bus flow;
 - Junction Road, Norton – Eastbound bus priority to reduce traffic delays;

- St John's Crossing – Major junction redesign incorporating bus lanes in each direction;
 - Mitchell Avenue/Baysdale Road – Improvements to be designed to this junction for right turning buses (Subject to confirmation);
 - Thornaby Town Centre – Need to ensure that Thornaby Town Centre is well served by buses, and in the light of the ongoing regeneration a scheme may be confirmed in the future;
 - Yarm Road/Urley Nook – Extension to bus lane and provision of bus priority at the junction, and the introduction of camera enforcement.
- 2.20. The current Core Bus Routes are set out at Appendix 2, and mapped at Appendix 3. Appendix 4 sets out where the main improvements to the bus network are planned.

Other Identified Projects

River Tees North Bank Road Infrastructure (Portrack Relief Road)

- 2.21. In 2008, the Stockton Middlesbrough Initiative commissioned the 'River Tees North Bank Road Infrastructure Structure Feasibility Study' which identified a potential highway link between Marston Road and the A1032 Newport Bridge Approach Road. This would alleviate pressure on the Strategic Road Network and enable the Green Blue Heart to be delivered, as well as facilitating the development of other schemes in the vicinity.
- 2.22. Further work on the feasibility, route and design of potential highway link has been undertaken and the project is now on hold until funds become available.

East Billingham Transport Corridor

- 2.23. The East Billingham Transport Corridor (EBTC) has been identified in the previous Infrastructure Strategy as a highway scheme to address a local issue in the Billingham area, particularly the volume of heavy goods vehicles using existing routes through Billingham and from the industrial areas to the north of the town.
- 2.24. The initial EBTC scheme identified a preferred route alignment for a new road link to be constructed between A1046 Haverton Hill Road and A1185 Seal Sands Link Road. This was later reduced to just the northern section of the route which would deliver the majority of the scheme's objectives. The scheme's proximity to the RSPB Saltholme Reserve and the medieval village of Cowpen Bewley meant that a full Environmental Impact Assessment (EIA) was required to ensure the design and construction of the road had minimal adverse impact on the surroundings and to determine the final route alignment.
- 2.25. Whilst the Council continues to pursue safe routes for hazardous freight, the EBTC is not currently being taken forward. This is a result of a Government funding review and the demand for the new road link decreasing due to

reduced flows of Heavy Goods Vehicles carrying hazardous chemicals. The Councils' preferred option is not to allocate a site for the EBTC; however, if hazardous freight traffic increases, the need for further highways improvements will be considered through the delivery element of the Local Transport Plan.

Footpaths and Cycle Routes

- 2.26. The availability of convenient and attractive footpaths and cycle paths contribute to achieving sustainability and transport objectives, as well as improving health and well-being. The provision of an attractive choice of transport modes which represent a realistic alternative to the private vehicle for accessing services, jobs and other community facilities, as well as providing opportunities for activity based tourism is therefore vital.
- 2.27. The Council's Green Infrastructure Strategy identifies a number of Strategic Access Routes which, in combination with the network of local paths and routes, are likely to be used for every day journeys to work, school or the shops as well as for recreational walking, cycling and horse-riding. The Green Infrastructure Strategy also highlights that there are a number of significant gaps in these access networks, which reduce their connectivity and ability to function as recreational routes and alternatives to other modes of transport. The Green Infrastructure Strategy Delivery Plan identifies extensions and accessibility improvements to these routes to address these issues.

3. Education

- 3.1. It is the responsibility of Stockton on Tees Borough Council to provide sufficient school places for resident children and young people. The School Organisation Plan 2011-2016 is the latest document published by the Council, which provides information about the schools maintained by Stockton-on-Tees Borough Council. It sets out the number of places available in schools in each part of the borough and forecasts of pupil numbers and requirement for places in the next five years. Appendix 5 sets out the range of schools in the Borough and their current capacity.
- 3.2. As needs change over time, it may be necessary to modernise school buildings and provide for the changes in population. Financial support to fund those changes such as the Building Schools for the Future has been cancelled, and the Quality and Access for All Young Children programme and Extended Schools (now embedded in schools) have now ended. The Children's Centres capital programme is complete, with operational delivery programme continuing to date.
- 3.3. The map at Appendix 6 shows the type and location of schools in the Borough.

Existing Provision

Early Years Education

- 3.4. Every primary school in the borough contains a nursery unit. In many schools this operates, as a Foundation Stage Unit, so that children can move between nursery and reception class in a flexible way to meet their individual needs. Additional nursery education places are also offered by providers in the private and voluntary sectors.
- 3.5. The Early Support Team, based at the High Flyers Children's Centre in Thornaby, provides specialised services for pre-school children with complex special needs. Further provision for pre-school children is available through the network of Children's Centres in each part of the borough.

Primary Schools

- 3.6. The Council maintains:
 - Fifty-nine primary schools for children aged 4 to 11. Twelve of these receive additional funding (including one school in two of these groups):
 - one for children with complex physical and medical needs;
 - two for children with spoken language difficulties;
 - four for Key Stage 1 pupils with complex learning needs;
 - six for children at Key Stage 2 with a range of learning difficulties.
 - One special school for children aged up to 11 with a range of special educational needs (Ash Trees School);

- One pupil referral unit for primary-age pupils temporarily excluded from school (Bishopton Centre at the Green Gates site).

Secondary Schools

3.7. The Council maintains:

- Eight schools for pupils aged 11 to 16. Of these, one provides for children at Key Stage 3 and 4 with complex physical and medical needs and another for Key Stage 3 and 4 pupils with visual impairment;
- Two schools for pupils aged 11 to 18;
- One special school for pupils aged 11 to 18 with a range of complex special educational needs (Abbey Hill School);
- One pupil referral unit for pupils temporarily excluded from school (Bishopton Centre).

Other Schools

3.8. The Council maintains:

- One special school for children aged 5 to 16 with behavioural, social and emotional difficulties (Westlands School).

Education After Age 16

- 3.9. Places are available in the sixth forms at Conyers and Egglecliffe schools. There are two Further Education colleges located within the Borough, Stockton Sixth Form College and Stockton Riverside College.
- 3.10. Stockton Riverside College operates on two sites following its merger with Bede College in Billingham. During 2009 the college moved into new premises constructed on the Bede College site to deliver academic and vocational courses in Billingham.

Population Growth and Projected Needs

- 3.11. In the Borough, pupil numbers are now rising and many of the primary schools have very few empty places in the younger age groups. At the moment there are sufficient places for all four-year-olds and three-year-olds and there are still empty places in many of the older age groups in primary schools, for example in the 9-11 year places.
- 3.12. Pupil numbers in secondary schools will continue to fall for about four years. After 2016 they too will have fewer empty places as the higher numbers in primary schools move on to secondary schools. At that stage it may become necessary to increase the number of places in some secondary schools.

- 3.13. In September 2010, two Academies were established in Stockton and Thornaby to replace Blakeston School, Norton School and Thornaby Community School. As these facilities are new, they are still establishing themselves.
- 3.14. Projected population growth (source: TVU) indicates that by 2016, there will be a need increase the capacity of primary schools in Billingham (including The Clarendons, Wolviston and Wynyard) although there will be sufficient secondary places.
- 3.15. In Stockton North, which includes Bishopsgarth School, North Shore Health Academy and fifteen primary schools including William Cassidy Primary School, there will be a need to increase primary school places, but sufficient secondary school places.
- 3.16. In Stockton Central, which includes Grangefield, Ian Ramsey, Our Lady & St Bede's secondary schools and eleven primary schools, there will be a need to increase the number of primary school places, but sufficient places in secondary schools.
- 3.17. In the South of the Borough, which includes Eaglescliffe, Long Newton, Yarm and Kirklevington, there are sufficient primary places in Yarm, but a need to increase capacity in primary schools in Eaglescliffe. There are sufficient secondary places in Eaglescliffe and Yarm.
- 3.18. In Thornaby, there is a need to increase supply of primary school places, but sufficient secondary school places.
- 3.19. In Ingleby Barwick, the picture is a little more complex with evidence of a need to increase capacity in primary school places. However, a significant number of students travel to Conyers or Egglescliffe School. An independent group has applied to the Government for consent to establish a Free School in Ingleby Barwick in order to offer parents another local school option. There may be a need to increase secondary school places in Ingleby Barwick.

Current Capital Expenditure Plans

- 3.20. The Council's capital expenditure for schools during the period 2012-2017 (see Appendix 7) shows an overall allowance of £3,094,840. This sum has been set aside for investment in Bewley Primary, Norton Primary, The Glebe Primary, Bader Primary, Oakdene Primary, Our Lady of the Most Holy Rosary RC VA Primary, Oxbridge Lane Primary, Egglescliffe CE Primary, and Preston Primary Schools.

Future Funding and Provision

- 3.21. A preliminary set of calculations of the potential level of developer's contributions to education, arising from Section 106 contributions, is shown in Table ED1. This is based upon the formula set out in the Council's adopted SPD 6 Planning Obligations. However, this figure should be viewed with some caution as it is calculated without reference to phasing and therefore availability of funding; it covers the whole of the allocations over the total plan period; and is without any reference to alternative funding which could arise

following implementation of the Community Infrastructure Levy, which is currently programmed for 2014.

- 3.22. The nature and scale the provision of pupil places would be a matter for future discussion and negotiation between the Council – as Local Education Authority, and prospective developers.

Table ED 1 - Housing Site & Phasing, Pupil Calculations and Education Contributions – INITIAL FINDINGS

Site	15/16	16/17	17/18	18/19	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	Yield to 2029	Total Yield	Primary Places	Secondary Places	Primary Appendix B Calculation	Secondary Appendix B Calculation
Nifco site			50	50	50	15									165	165	42.9	33	£343,200	£427,680
Tier 1 total															165	165	42.9	33	£343,200	£427,680
Urley Nook Phase 3							20	25	30	30	35	35	35	35	245	245	63.7	49	£509,600	£392,000
Urley Nook Phase 2					25	25	25	25	25	25	25				175	175	45.5	35	£364,000	£280,000
Urley Nook Phase 1			25	25	25	25	25	25							150	150	39	30	£312,000	£240,000
University Hospital of North Tees			50	50	50	50	50	50	40						340	340	88.4	68	£707,200	£544,000
Blakeston School	26	20													46	46	11.96	9.2	£95,680	£73,600
Norton School	20	20													40	40	10.4	8	£83,200	£64,000
Land at Leeholme Road		15	15												30	30	7.8	6	£62,400	£48,000
Site of Derwent House		12													12	12	3.12	2.4	£24,960	£19,200
Tier 2 total															1038	1038	273	207.6	£2,159,040	£1,660,800
Harrowgate Lane Phase 1		50	50	50	50	50	50	50	50	50	50	50	50	50	650	1050	273	210	£2,184,000	£2,721,600

Table ED 1 - Housing Site & Phasing, Pupil Calculations and Education Contributions – INITIAL FINDINGS

Site	15/16	16/17	17/18	18/19	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	Yield to 2029	Total Yield	Primary Places	Secondary Places	Primary Appendix B Calculation	Secondary Appendix B Calculation
Harrowgate Lane Phase 2							50	50	50	50	50	50	50	50	400	680	176.8	136	£1,414,400	£1,762,560
Harrowgate Lane Phase 3										50	50	50	50	50	250	370	96.2	74	£769,600	£959,040
Yarm Back Lane (east)					100	100	100	100	100	100	100	100	100	45	945	945	245.7	189	£1,965,600	£2,449,440
West Yarm		50	50	50	50	50	50								300	300	78	60	£624,000	£777,600
South West Yarm Phase 1					50	50	50	50	50	50	50	50			400	400	104	80	£832,000	£1,036,800
South West Yarm Phase 2								35	50	50	50	50	50	50	335	335	87.1	67	£696,800	£868,320
Tier 3 total															3280	4080	1060.8	816	£8,486,400	£10,575,360
Wynyard Hall Estate									50	50	50	50	50	50	300	300	78	60	£624,000	£777,600
Wynyard Park Phase 1		30	30	30	30	30	30	30	30	30	30	30	30	30	390	390	101	78	£811,200	£1,010,880
Wynyard Park Phase 2				30	30	30	30	30	30	30	30	30	30	30	330	330	86	66	£686,400	£855,360
Wynyard Park Phase 3						30	30	30	30	30	30	30	30	30	270	270	70	54	£561,600	£699,840
Tier 4 total															1290	1290	335.4	258	£2,683,200	£3,343,680
Grand total	46	197	270	285	460	455	510	500	535	545	550	525	475	420	5772	6572	1712.1	1314.6	£13,671,840	£16,007,520

4. Health

4.1 The location of health facilities in the Borough is shown at Appendix 6

5. Libraries

- 5.1. The Public Libraries & Museums Act 1964 (the 1964 Act) sets out the statutory duty for all local authorities to provide a comprehensive and efficient library service, set in the context of local need: that is, specifically of those who live, work and study in the local area. To that end Stockton Council is required to meet the Department for Culture, Media and Sports (DCMS) Public Library Standard. Those standards aim to help the Library Authority's statutory duty to provide a "comprehensive and efficient service".

Existing Provision

- 5.2. In 2011, the Council adopted the principle of a differentiated Library Service. This is a hub and spoke model of provision with a core facility in each of the main urban conurbations complemented by community facilities within localities. This means that Town Centre Libraries would provide a wide range of services, and community libraries offering services targeted to the needs of local communities. There has been an investment of £2.5million in the improvement of the main library sites at Thornaby and Stockton and Stockton's Library Services has seen a rise in visits and book issues.
- 5.3. The Borough's Library and Information Service currently provides:
- 11 Static Libraries;
 - Mobile Library Service with 2 vehicles (visiting outlying districts, schools, residential care homes and individuals who are housebound or carers);
 - 1 Neighbourhood Centre Library (Ragworth, which is run by Community Officers);
 - 2 Prison Libraries (SLA with HMP OLIS contract);
 - 1 Hospital service (using volunteers);
 - 1 Bibliographical Service area (Thorndale Centre).
- 5.4. Based on the differentiated service model, Stockton's libraries fall into two categories. The key locations for the main (hub) libraries are:
- Stockton;
 - Thornaby;
 - Billingham;
 - Yarm;
 - Ingleby Barwick;
 - Norton.
- 5.5. Existing community branches are situated in:
- Fairfield;
 - Thornaby (Westbury Street);
 - Roseworth;
 - Ragworth;
 - Eaglescliffe;
 - Billingham (Bedale Ave).

Stockton and Thornaby

- 5.6. The Council has invested and opened new facilities in central Thornaby and Stockton; these two facilities will provide state of the art library services. The Stockton facility opened in November 2011. The Thornaby hub opened in March 2009 has provided evidence to show that the new layout is attractive and the well laid out spaces in a convenient 'shop front' site, with extended opening hours and incorporating self service technology, has attracted more users.

Billingham

- 5.7. Plans to combine the library provision with a range of services in Central Billingham, as part of an integrated health scheme with PCT have not progressed. The Council is still committed to developing a Town Centre facility, which would incorporate a library and customer contact centre. This centre would create a new 'hub' for library provision in Billingham providing enhanced library services and contributing to the regeneration of the Town Centre. Discussions are ongoing to take development forward on this basis.

Yarm

- 5.8. Yarm Library occupies a key town centre site on the High Street. The Council owns the building. There is scope to widen the range of facilities provided on the site, including the potential for extending the building with the possibility to share space with other services.

Ingleby Barwick

- 5.9. Ingleby Barwick Library is located on the ground floor of All Saints School in the Ingleby Barwick Community Campus at Blair Avenue. It is part of a 25 year PFI arrangement linked to School.

Norton

- 5.10. Norton Library occupies a prominent shop frontage on the High Street, with high visibility and footfall. The Council is committed to a long lease on the building, and may well look to improving the range and quality of provision on this site.

Ragworth

- 5.11. This branch library is part of the Ragworth Neighbourhood Centre on St John's Way. It is integrated within the Centre, which also offers leisure and educational facilities to the community and surrounding areas.

Roseworth

- 5.12. Roseworth Library is located on Redhill Road, Roseworth in part of community buildings, which include a housing centre, social services offices, community centre and a row of shops.

Thornaby (Westbury)

- 5.13. The library on Westbury Street, Thornaby is close to Riverbank Children's Centre and as well as a range of book, video and internet services also offers community activities.

Fairfield

- 5.14. Fairfield Library is adjacent to Ian Ramsey School, on Fairfield Road. The School is currently awaiting the outcome of a funding bid, which would allow the school to be rebuilt, and if this is the case the library provision in this area could be considered alongside that development.

Eaglescliffe

- 5.15. Eaglescliffe Library is located within the Orchard Shopping Parade on Durham Lane in Eaglescliffe. It is in close proximity to a Community Centre.

Future Provision

- 5.16. Future provision will be determined according to need, and assessed with appropriate financial or physical contributions on a case-by-case basis.

6. Museums

Preston Hall Museum and Parkland

- 6.1. There is one museum in the Borough and this is at Preston Hall and Park in Eaglescliffe.

Update

- 6.2. Preston Hall Museum is currently closed to enable the final phase of a major capital investment programme to restore and improve the Grade 11 listed building and the services it provides. The Parkland is however open to visitors. Based on the Preston Hall Museum and Park Masterplan 2008, it is intended that the improvements will provide for landscape restoration, improved visitor information and facilities, an improved entrance and car park layout, better facilities for younger people and enhanced.

- 6.3. This project has been funded through a variety of sources, including a £3.581 million Heritage Lottery Fund grant, Esmee Fairbairn Foundation, Spence Bequest, Playbuilder, Green Museums, Tees Heritage Park and capital funding from Stockton Borough Council. Bids have also been made to Landscapes in Partnership to further develop the Park in two project areas focusing on restoring original features in the planting of the areas around the Hall and on a development of traditional crafts activities in and around the wider park. A further bid will be made to Heritage Lottery Fund for interpretation work to take place on the historic Stockton and Darlington track bed at the edge of the Park, and possibly link this to a related bid to the Arts Council to create art installations as part of this work. It is expected that the Museum will open in its entirety in Summer 2012.

7. Cemeteries And Crematoria

- 7.1. The Council has no legal requirement to provide burial or cremation facilities, this Authority had acted as burial authority for almost 140 years. There is no crematorium in Stockton on Tees. However, the Council's at Middlesbrough (Teesside Crematorium), Darlington (Darlington Crematorium) and Hartlepool (Hartlepool Crematorium) operate one facility in each town.
- 7.2. The Council has five cemeteries and had a legal responsibility for the maintenance of all or part of nine closed churchyards within the Borough. The cemeteries are Durham Road Cemetery, Oxbridge Lane Cemetery, Thornaby Cemetery, Billingham Cemetery and Egglecliffe Cemetery.
- 7.3. The Cemeteries 5 Year Improvement Plan 2005 identified a significant need for new burial space in some areas of the Borough. Subsequently, extensions have taken place at Billingham and Thornaby. Egglecliffe Cemetery now has no further capacity for burials in new graves, Oxbridge Lane has capacity for 4 months and Durham Lane (without extension) for approximately 5 years. The capacity at Durham Lane will be affected by the closure of Oxbridge Lane.
- 7.4. A feasibility study has been undertaken which identifies that the Borough could support the provision of a crematorium. A number of sites have been identified and assessed for the provision of burial space and a crematorium. However, additional assessment work would be required to identify the site or sites to be allocated.

8. Green Infrastructure

- 8.1. Green infrastructure is a resource that should be planned strategically and delivered in an integrated way across the Tees Valley. Green infrastructure provision should form an integral part of the investment plans and strategies of those agencies with a remit for the planning and delivery of growth, sustainable development, and environmental management.
- 8.2. The Stockton-on-Tees Green Infrastructure Strategy was adopted in 2011, and the document highlights the existing green infrastructure assets, which are significant at the Tees Valley or Borough-scale. This includes major landscape features such as urban green wedges and river corridors, and ‘destination sites’ such as urban country parks and wildlife sites.

Components of Green Infrastructure

- 8.3. The following individual ‘components’ or ‘assets’ make up the overall green infrastructure network:

Amenity space	Children’s play spaces
Green corridors	Cemeteries and churchyards
Brownfield sites	Allotments and community gardens
Industrial and commercial sites	Orchards
Urban parks	Farmland
Country parks	Green roofs and walls
Historic parks and gardens	Cycleways, footpaths and bridleways
Village greens	Archaeological sites and other heritage features
Public and private gardens	Civic spaces/public realm
Nature reserves	Trees and woodlands
Natural and semi-natural habitats	Outdoor sports pitches and playing fields
Rivers, streams and other water bodies	

- 8.4. Nine Primary Green Infrastructure Corridors have been identified within the Tees Valley Green Infrastructure Strategy. These corridors extend beyond the Borough boundary. Thirteen Secondary Green Infrastructure Corridors have been identified as part of the Stockton-on-Tees Green Infrastructure Strategy.
- 8.5. A draft Delivery Plan has been published which seeks to implement the Strategy, and objectives already set out other related plans such as the Borough’s Sport, Recreation and Landscaping Supplementary Planning Document, Playing Pitch Strategy, Rights of Way Improvement Plan and Cycleway Improvement Plan. It is divided to show initial plans and proposals on an area basis, and is currently the subject of public consultation. It is acknowledged that further feasibility work may need to take place and funding secured to meet the costs of implementing projects and ongoing costs. It is

envisaged that a work programme covering the period up to 2015 will be published in 2012, and that this will identify a small number of projects that can be implemented in the short term, with others subject to funding and landownership issues.

- 8.6. A summary of the area findings and draft delivery plan objectives/proposals are set out below:

Eastern Area: Ingleby Barwick and Thornaby

- 8.7. Ingleby Barwick: Due to the low amount of greenspace within Ingleby Barwick, there is considerable pressure on that which is available; opportunities to extend and develop green infrastructure through new development should be pursued. There are 25 people on the allotment waiting list and none available in Ingleby Barwick. The possibility of acquiring land for community gardens/allotments is to be investigated. A round Ingleby Barwick circular trail is proposed; this will develop access to the countryside for all residents, will link quality natural areas and provide a platform for the promotion of accessible greenspace in and around Ingleby Barwick. New parks and green spaces have been provided at Romano Park on Myton Way and Windmill Park, Sober Hall. Football facilities will be developed at Thornaby and Ingleby Barwick Football Club, Harold Wilson Recreation Ground and Robert Atkinson Centre in Thornaby.
- 8.8. Thornaby: Despite having generally good allotment provision there are still approximately 95 people in Thornaby on the allotment waiting list. The redevelopment of disused allotment will contribute to satisfying this need. Redevelopment has taken place in Village Park, Harewood Pleasure Gardens and play areas at locations such as Victoria Recreation Ground and Mary Street. Extensive tree planting and park regeneration will continue in the future. The development of a bridleway network to the south of Thornaby is planned and the development of the Thornaby Trail, linked with the ongoing delivery of the Tees Heritage Park will improve access to the countryside for all residents, link quality and natural area and provide a platform for the promotion of green space in and around Thornaby. These initiatives will also further enhance the biodiversity and landscape value of the local countryside.

Western Area: Eaglescliffe and Yarm

- 8.9. Eaglescliffe: Play Areas and kick about areas are viewed as the most important facilities for residents of Eaglescliffe. Upgrades to facilities are ongoing at Amberley Way, Leven Close and Kingsmead; these compliment recent developments at other locations such as Preston Park and St Margaret's in recent years. A BMX facility could possibly be provided at Preston Park that would serve the whole of the southern area of the borough.
- 8.10. The on-going redevelopment of Preston Park benefits the whole Borough, and is a wider tourist attraction but improved cycle access would help to make it more easily accessible to local communities.

- 8.11. Access to the countryside for residents is limited to the west of Eaglescliffe. There are opportunities to develop the access network further to connect areas of countryside and greenspace.
- 8.12. Sports pitch provision will be centred on developing the facility at Allens West, with the development of informal sports (such as Multi-Use Games Areas and kick walls) being focussed within Eaglescliffe's greenspaces.

Yarm

- 8.13. The development of footpaths is important in Yarm. A bridleway network to the south of the town will contribute towards managing conflict between horse riders and pedestrians within the Leven area of Yarm. A cycleway through the Town Centre is proposed, thus forming a continuous cycle link from the north to the south through the Borough.
- 8.14. Opportunities for enhancing and creating new green infrastructure within Yarm are limited, due to the shortage of existing greenspace and access corridors.
- 8.15. Future football pitch provision will be focussed on Conyers School, where supporting infrastructure can be developed.
- 8.16. There is a lack of play provision in the Leven Park area of the town; proposals currently exist to develop a play space in Leven Park.

Northern Area

- 8.17. Billingham: John Whitehead Park is the park used by most of the Town's residents. Future development proposals could include a skate/BMX track. The development of facilities with supporting infrastructure at High Grange and Rievaulx Avenue will meet future demand. Furthermore, this would remove the need for pitches in parks allowing the land to be used for other alternative purposes.
- 8.18. There are approximately 120 residents in Billingham on the allotment waiting list. There are a number of potential allotment sites in Billingham that could be explored further to meet this need.
- 8.19. The development of play areas, informal sports and kick about areas are priorities for development, with a variety of proposals (including Multi-Use Games Areas) identified that will contribute towards this requirement.
- 8.20. Billingham is well served by countryside sites, most notably Cowpen Bewley Woodland Park, Billingham Beck Valley Country Park and Charltons Pond. RSPB's Saltholme Wildlife Reserve and Nature Park and Teesmouth National

Nature Reserve are other major sites. The access network to the east of the town and around the Clarences should be developed to link and improve access to these destinations.

- 8.21. Opportunities to link existing parks and greenspaces by circular trails is limited in Billingham, but further enhancement of existing linear green corridors for access and biodiversity could be considered.
- 8.22. An extension to the bridleway network linking to Wynyard is to be explored as a way of managing user conflict, focused for example on the countryside around Billingham Beck and Thorpe Beck.

Wynyard and Thorpe Thewles

- 8.23. Wynyard Woodland Park is one of the Borough's most popular country parks and facilities. Opportunities could be sought to improve pedestrian and cycle access from Billingham, Wynyard Village and north Stockton. Improving cycle links between Thorpe Thewles and the Park has been identified as a potential project.
- 8.24. Within Wynyard Woodland Park itself proposals include the development of forest tracks to facilitate extensive woodland management works and the possible expansion of recreational facilities in the northern part of the site.

Central Area: Stockton

- 8.25. There is a need to continue developing quality greenspaces and parks that meet the needs of a wide range of residents. There are some large networks of urban greenspace in some parts of Stockton, such as around Greens Beck, Newham Grange Park/Hardwick Dene, the Great North Park and the green corridor centred on Lustrum Beck, which runs from Hartburn through to Tilery Park and Portrack. Opportunities should be sought to enhance these existing greenspaces and corridors, improving their amenity, landscape and biodiversity value where possible.
- 8.26. Access Improvements and Play Facilities are important areas for development across Stockton, with play provision inconsistent, with a requirement for the development of play in many wards in the town.
- 8.27. Access improvements to the footpath network west of Stockton should be explored, as should development of the bridleway system to the north of the town, to help resolve issues in Norton. The development of circular trails will link quality parks and natural areas and provide a platform for the promotion of accessible greenspace in and around Stockton.

- 8.28. Football pitch provision for the Town can be met by the development of facilities with supporting infrastructure at Norton School, Tilery and Grangefield. This would remove the need for pitches in parks allowing the land to be used for other appropriate purposes.

- 8.29. Community Food initiatives can be developed by increasing the number of allotments or community gardens/orchards on available greenspaces throughout the town.

- 8.30. Should any of the major regeneration initiatives in central Stockton, North Shore and around Bowesfield, come forward, they would present major opportunities to deliver enhanced green infrastructure.

9. Water Supply And Waste Water Management

- 9.1. Northumbrian Water Limited (NWL) supplies the majority of water and sewerage facilities to the Borough. The exception to this is at Wynyard Business Park where Hartlepool Water (owned by Anglian Water) has responsibility for water supply.
- 9.2. Hartlepool Water is responsible for ensuring that the homes and businesses for Hartlepool are supplied with clean drinking water from its groundwater network of eighteen boreholes that are connected to treatment works and storage tanks near Dalton Piercy. The company seeks to ensure that the system is capable of meeting peaks in demand and is reliable and as such they operate approximately ten emergency generators to keep the water flowing. The system of water mains is around 700km in length with pipes ranging from 700mm to 50mm in diameter.
- 9.3. Both suppliers operate within a five-year investment programme called the Assessment Management Plan (AMP). AMP 5 is now operational and extends from 2010 to 2015. The AMP informs a process and assessment that Ofwat undertakes to determine every five years to set price limits for the water and sewerage companies. This process seeks to ensure that each company has enough money to finance its functions, but are no higher than they need to be to allow efficient companies to run their businesses.
- 9.4. Stockton on Tees falls within the Kielder Water Resource Zone (WRZ), where Water supplies from Kielder Water are transferred south from the River Tyne to the Rivers Wear and Tees. NWL's Water Resource Management Plan states that the Kielder Water Resource Zone 'remains in surplus of supply to the forecast demands over the whole of the planning horizon' i.e. NWL has calculate that there is sufficient water available in the Kielder WRZ to meet its forecasted population increases. Therefore there is no constraint in available water supply.
- 9.5. At the Issues and Options stage for the Regeneration DPD, neither Northumbrian Water nor Hartlepool Water commented. The CS IS noted that when consulted on the earlier versions of the Core Strategy document Northumbrian Water expressed no concerns as it was considered that the proposed scale and locations of development could be serviced adequately.
- 9.6. Northumbrian Water (NWL) has been unable to offer assistance in respect of water supply and sewerage network coverage. In 2009 however, NWL responses to the Strategic Housing Land Availability Assessment gave some detail of identified asset/site conflicts and water supply and waste water capacity information. The table below sets out that information where available and relevant to the current proposed housing allocations. There is no information available from Hartlepool Water for Wynyard Business Park.

Comments on Sites from Northumbrian Water

(Source: Stockton on Tees Strategic Land Availability Assessment - 2009)

Policy No.	Location	Asset/Site Conflict	Water Supply Information	Waste Water Information
Policy H1 Housing Allocations				
H1a	Nifco Site (Assessed with the former Visqueen Site and Yarm Road)	Both a water main and sewer crosses the site and NWL would require it to be diverted	There is some/limited capacity for normal growth	No capacity information is available, further investigation would be needed
H1b	Urley Nook (Eastern Portion only)	Both a water main and sewer crosses the site and NWL would require its diversion or an easement	No capacity information is available, further investigation would be needed	There is some/limited capacity for normal growth
H1c	University Hospital of North Tees	Both a water main and sewer crosses the site and NWL would require it to be diverted	There is some/limited capacity for normal growth	There is some/limited capacity for normal growth
H1d	Blakeston School	Both water main and sewer crosses the site and NWL would require it diverted or within an easement	No capacity information is available, further investigation would be needed	There is some limited/some capacity for normal growth
H1e	Norton School	Both a water main and sewer crosses the site and NWL would it require it to be diverted or within an easement	There is some/limited capacity for normal growth	No capacity information is available, further investigation would be needed
<i>H1f</i>	<i>Land at Leeholme Road</i>	<i>Not assessed</i>		

H1g	Site of Derwent House	No Issue	No capacity information is available, further investigation would be needed	There is some/limited capacity for normal growth
H1h	Harrowgate Lane	Both a Water Main and Sewer crosses the site and NWL would require it to be diverted or within an easement.	No capacity information is available, further investigation would be needed.	There is limited/some capacity for normal development growth.
H1i	Yarm Back Lane (East)	Not assessed		
H1j	West Yarm	Not assessed		
H1k	South West Yarm (Small section close to Yarm Station known as Site off Green Lane Kirklevington)	No issue	No capacity information available, further investigation would be needed	There is limited/some capacity for normal growth
H1l	Wynyard Settlement	Not assessed		
Policy RG1 Regeneration and Gateway Sites				
R1	Green Blue Heart			
	Tees Marshalling Yard	Both a water main and sewer crosses the site and NWL would require it to be diverted or within an easement. The site is near to a sewage pumping station (SPS); habitable buildings should be no closer than 15 metres to the SPS	There is some limited capacity for normal development growth	No capacity information is available, further investigation would be needed
	• The Barrage	A sewer crosses the site and NWL would require it to be	There is some limited capacity for normal	No capacity information is available, further

		diverted or within an easement	development growth	investigation would be needed
<i>R2</i>	<i>North Shore</i>	<i>Not assessed</i>		
<i>G1</i>	<i>Stockton Riverside</i>	<i>Not assessed</i>		
<i>G2</i>	Northern Gateway	<i>Not assessed</i>		
G3	Mandale Triangle	A water main crosses the site and NWL would require its diversion or an easement	There is limited/some capacity for normal development growth	There is limited/some capacity for normal development growth
G4	Boathouse Lane Speedy Hire	A sewer crosses the site and NWL would require its diversion or an easement	There is limited/some capacity for normal development growth	No capacity information is available, further investigation would be needed
	Arriva Bus Depot	Both a water main and sewer crosses the site and NWL would require it to be diverted or within an easement. The site is near a sewage pumping station (SPS); habitable buildings should be no closer than 15 metres to the SPS	There is limited/some capacity for normal development growth	No capacity information is available, further investigation would be needed

10. Energy Supply

Electricity

- 10.1. National Grid, as the holder of a licence to transmit electricity under the Electricity Act 1989, has a statutory duty to develop and maintain an efficient, co-ordinated and economical transmission system of electricity and to facilitate competition in the supply and generation of electricity.
- 10.2. National Grid operates the national electricity transmission network across Great Britain and owns and maintains the network in England and Wales, providing electricity supplies from generating stations to local distribution companies. The company does not distribute electricity to individual premises ourselves, but their role in the wholesale market is key to ensuring a reliable and quality supply to all. National Grid's high voltage electricity system, which operates at 400,000 and 275,000 volts, is made up of approximately 22,000 pylons with an overhead line route length of 4,500 miles, 420 miles of underground cable and 337 substations.
- 10.3. Separate regional companies own and operate the electricity distribution networks that comprise overhead lines and cables at 132,000 volts and below. It is the role of these local distribution companies to distribute electricity to homes and businesses.
- 10.4. To facilitate competition in the supply and generation of electricity, National Grid must offer a connection to any proposed generator, major industry or distribution network operator who wishes to generate electricity or requires a high voltage electricity supply. Often proposals for new electricity projects involve transmission reinforcements remote from the generating site, such as new overhead lines or new development at substations. If there are significant demand increases across a local distribution electricity network area then the local network distribution operator may seek reinforcements at an existing substation or a new grid supply point. In addition National Grid may undertake development works at its existing substations to meet changing patterns of generation and supply.

Electricity Transmission

- 10.5. National Grid's high voltage electricity overhead transmission lines / underground cables within Stockton Borough Council's administrative area:
 - 4VC line – 400kV route from Norton substation in Stockton to Osbaldwick substation in York
 - 4TF line – 275/400kV route from Hawthorn Pit substation in Durham to Norton substation in Stockton
 - XC line – 275kV route from Spennymoor substation in Durham to Norton substation in Stockton

- YYJ/N line – 400kV route from Saltholme substation in Stockton to Norton substation in Stockton
- ZZA line – 275kV route from the 4TH line in Hartlepool to Lackenby substation in Redcar and Cleveland via Saltholme substation in Stockton

And the following substations:

- Norton substation – 400kV, 275kV & 132kV
- Saltholme substation – 275Kv

Gas Transmission

10.6. National Grid owns and operates the high pressure gas transmission system in England, Scotland and Wales that consists of approximately 4,300 miles of pipelines and 26 compressor stations connecting to 8 distribution networks. National Grid has a duty to develop and maintain an efficient co-ordinated and economical transmission system for the conveyance of gas and respond to requests for new gas supplies in certain circumstances.

10.7. New gas transmission infrastructure developments (pipelines and associated installations) are periodically required to meet increases in demand and changes in patterns of supply. Developments to our network are as a result of specific connection requests e.g. power stations, and requests for additional capacity on our network from gas shippers. Generally network developments to provide supplies to the local gas distribution network are as a result of overall demand growth in a region rather than site specific developments.

Gas Transmission Assets:

10.8. Gas transmission pipelines which are to be found in the Borough can be found as part of the following routes:

- FM06 Little Burdon to Billingham ICI
- FM06 Elton to Pickering
- FM06/13 Cowpen Bewley to Teesside Terminal
- FM13 Bishop Auckland to Yafforth

Gas Distribution

10.9. National Grid also owns and operates approximately 82,000 miles of lower-pressure distribution gas mains in the north west of England, the west Midlands, east of England and north London - almost half of Britain's gas distribution network, delivering gas to around 11 million homes, offices and factories. National Grid does not supply gas, but provides the networks through which it flows. Reinforcements and developments of the local distribution network generally are as a result of overall demand growth in a

region rather than site specific developments. A competitive market operates for the connection of new developments.

Future Provision

10.10. Although initial information has not identified any insurmountable supply and capacity issues, further assessment will be undertaken on a site-by-site basis.

11. Minerals And Waste Management

- 11.1. The Joint Tees Valley Minerals and Waste Stockton's minerals and waste planning policies are set out in the adopted Tees Valley Joint Minerals and Waste Development Plan Documents (2011). Two documents; the Core Strategy and Policies and sites documents are the Tees Valley's approach to up to 2026.
- 11.2. The Minerals and Waste Core Strategy contains the long-term spatial vision and the strategic policies needed to achieve the key objectives for minerals and waste in the Tees Valley.
- 11.3. The separate Policies and Sites Development Plan Document, which conforms to it, identifies specific sites for minerals and waste development and sets out policies, which will be used to assess minerals and waste planning applications.
- 11.4. The Infrastructure Strategy supporting these documents is found in Background Paper No. 7 dated May 2010. This document sets out that the key area of infrastructure provision is transport with some additional requirements relating to Northumbrian Water's role in providing sewage treatment.
- 11.5. More specifically, in Stockton, a rail connection would be required to service extended facilities at the Haverton Hill site. However, this is the responsibility of the operator at the site and whilst there would appear to be no barriers to implementation, no specific timetable has been agreed for implementation.
- 11.6. At New Road, Billingham there is a potential for operations here to use rail facilities. This again, would be the responsibility of the operator. It is recognised that although not dependent upon them, any improvement of the wider network could benefit the movement of freight to and from the site onto the general rail system.
- 11.7. The Strategy acknowledges that improvement works more generally to the rail network arising from minerals and waste developments may benefit the wider network as well as conversely improvements to public transport and the local and strategic highway networks being to the benefit of minerals and waste operations.

12. Infrastructure Requirement Schedules

NIFCO SITE: YARM ROAD GATEWAY

Site Location	The site is located in the south west of the Stockton
Site Size	4.9 hectares
Current Use	Council Depot, Industrial, Meat Processing Plant, Skip Hire, Local Building Firm.
Yield	165 Units
Relevant Policy	H1a Housing Allocations and Phasing H1a Nifco Site: Yarm Road Gateway H2 Housing Phasing and Implementation
SHLAA Site No.	Site No. 121
<p>Strategic Road Network</p> <ul style="list-style-type: none"> • No impact at A66 Elton Interchange • 3% of trips at A66 Yarm Road Interchange • No impact at A19 Parkway Junction • No impact at A19 Billingham Junctions <p><u>A66 Yarm Road Interchange</u></p> <p>The eastbound merge link will be approaching capacity and it is possible that this could be resolved by the introduction of some form of access control such as ramp metering. This form of control would also assist in addressing some westbound merge issues.</p> <p>Costs: N/K Funding: N/K Lead Agencies: Stockton on Tees Borough Council, Developers, Tees Valley Unlimited, Highways Agency Timeframe for Implementation: N/K Risks: N/K</p> <p><i>(Source: Highways Agency: Tees Valley Mesoscopic Model April 2012)</i></p>	
<p>Local Highway Network</p> <ul style="list-style-type: none"> • No perceived network implications <p><i>(Source Stockton on Tees: Built and Natural Environment Team and SHLAA 2011)</i></p>	
<p>Cycle and Footpath Links</p> <ul style="list-style-type: none"> • Links from the site to cycle routes at Concorde Way. • Measures to enhance bus stop and bus priority systems to be developed at the site as part of the Visqueen development. <p>Costs: N/K Funding: N/K Lead Agencies: Developer, Stockton on Tees Borough Council Timeframe for Implementation: N/K Risks: N/K</p>	

(Source: Stockton on Tees Borough Council: Residential Development Brief: Yarm Road Gateway March 2011)

Education

Nursery Places Required: N/K
Primary School Places Required: N/K
Secondary School Places Required: N/K

Costs: N/K

Funding: N/K

Lead Agencies: Stockton on Tees Borough Council, Developers and other Sources

Timeframe for Implementation: N/K

Risks: N/K

Community Facilities

- Not known at this stage

Utilities

Electricity and Gas

- No known bespoke infrastructure requirements

Water Supply and Waste Water

- No known bespoke infrastructure requirements

Telecommunications and Broadband

- Not known at this stage

Environmental Infrastructure

- Not known at this stage

Other notes

None

URLAY NOOK

Site Location	The site is on land to the west of Eaglescliffe
Site Size	25 hectares
Current Use	Agricultural with Employment allocation
Yield and Likely Uses	570 Units
Relevant Policy	H1 Housing Allocations and Phasing H1b Urlay Nook H2 Housing Phasing and Implementation
SHLAA Site 2011	Site No. 122

Strategic Road Network

Overview

- 6% of trips creating an impact at A66 Elton Interchange
- No impact at A66 Yarm Road Interchange
- No impact at A19 Parkway Junction
- No impact at A19 Billingham Junctions

(Source: Highways Agency May 2012- Tees Valley Mesoscopic Model)

A66 Elton Interchange

The Urlay Nook site, along with Harrowgate Lane and Yarm Back Lane and would make the largest contributions to the development trips predicted for this junction.

The impact in the morning peak hour, where flow breakdown occurs on the eastbound merge would suggest a need for some form of mitigation measure, either signal control on the dumbbell roundabout, or alternatively some form of access control on the slip road. However signalling the junction, which would help mitigate the morning peak issues, would also contribute to reducing the queuing issues on the westbound diverge in the evening peak.

Costs: N/K

Funding: N/K

Lead Agencies: Highways Agency, Developers, Stockton on Tees Borough Council

Timeframe for Implementation: N/K

Risks: N/K

(Source: Highways Agency May 2012- Tees Valley Mesoscopic Model)

Local Highway Network

Likely impacts on the A67 in Yarm and on the A66 Elton Interchange, although extent and level of mitigation unknown.

Costs: N/K

Funding: N/K

Lead Agencies: Stockton Borough Council, Developer, other Sources

Timeframe for Implementation: N/K

Risks: N/K

(Source SHLAA 2011 and SBC Built and Natural Environment Manager 2011)

Cycle and Footpath Links

- Local links likely to be required.

Costs: N/K

Funding: N/K

Lead Agencies: Stockton on Tees Borough Council, Developer,

Timeframe for Implementation: N/K

Risks: N/K

Education

- Nursery Places Required: N/K
- Primary School Places Required: N/K
- Secondary School Places Required: N/K

Costs: N/K

Funding: N/K

Lead Agencies: Stockton on Tees Borough Council, Developers

Timeframe for Implementation: N/K

Risks: N/K

Community Facilities

- Open space, sport and recreation facilities.

Costs: N/K

Funding: N/K

Lead Agencies: Stockton on Tees Borough Council, Developers, other Sources

Timeframe for Implementation: N/K

Risks: N/K

Utilities

Electricity and Gas

- No known bespoke infrastructure requirements

Water Supply and Waste Water

- No known bespoke infrastructure requirements

Telecommunications and Broadband

- Not known at this stage

Environmental Infrastructure

- No known requirements

Network Rail

- Network Rail has asked that the level crossing at Urray Nook be closed. A bridge over the railway at the site of the former crossing would be required. (*Source: Network Rail 2011*)

Costs: N/K

Funding: N/K

Lead Agencies: Developer, Stockton on Tees Borough Council, Network Rail

Timeframe for Implementation: N/K

Risks: N/K

UNIVERSITY HOSPITAL OF NORTH TEES

Site Location	The site is located in the north west of the Stockton.
Site Size	15 hectares
Current Use:	Health Facility: Buildings and Grounds
Yield	400 Units
Relevant Policy	H1 Housing Allocations and Phasing H1b University Hospital of North Tees, Stockton H2 Housing Phasing and Implementation
SHLAA Site 2012	Site No. 14
<p>Strategic Road Network</p> <p>“Unlikely to have significant implications at the Strategic Road Network”</p> <p><i>(Source: Highways Agency Response to SHLAA at 2011)</i></p> <p>Local Highway Network</p> <ul style="list-style-type: none"> • Major perceived network implications, likely to be overcome by planning obligation <p><i>(Source: SHLAA 2011)</i></p>	
<p>Cycle and Footpath Links</p> <ul style="list-style-type: none"> • Link to National Cycle Path No.1 and Stockton Circular Walk likely to be required • Gateway to Hardwick Dene and Elm Tree Local Nature Reserve <p>Costs: N/K Funding: N/K Lead Agencies: Developer, Stockton on Tees Borough Council Timeframe for Implementation: N/K Risks: N/K</p> <p><i>(Source: Line of existing cycle track – Stockton on Tees Green Infrastructure Strategy 2011 Line of existing Cyclepath and Circular Walk Rights of Way Improvement Plan 2008 – 2018)</i></p>	

<p>Education</p> <p>Nursery Places Required: N/K Primary School Places Required: N/K Secondary School Places Required: N/K</p> <p>Costs: N/K Funding: N/K Lead Agencies: N/K Timeframe for Implementation: N/K Risks: N/K</p>	
<p>Community Facilities</p> <ul style="list-style-type: none"> • Not known at this stage 	
<p>Utilities</p> <p><u>Electricity and Gas</u></p> <ul style="list-style-type: none"> • No known bespoke infrastructure required <p><u>Water Supply and Waste Water</u></p> <ul style="list-style-type: none"> • No known bespoke infrastructure required <p><u>Telecommunications and Broadband</u></p> <ul style="list-style-type: none"> • Not known at this stage 	
<p>Environmental Infrastructure</p> <ul style="list-style-type: none"> • Not known at this stage 	
Other notes	None

BLAKESTON SCHOOL

Site Location	The site north of Junction Road at the northern edge of Stockton Town.
Site Size	3 hectares
Current Use	Education: North Shore Health Academy
Yield	46 Units
Relevant Policy	H1 Housing Allocations and Phasing Site H1d Blakeston School, Stockton Policy H2 - Housing Phasing and Implementation
SHLAA 2011	Site No. 65
<p>Strategic Road Network</p> <p>For assessment – Land at Blakeston School is grouped with Land at Leeholme Road; Norton School and the Site at Derwent Road. This combination of sites along with Harrowgate Lane and University Hospital would make the largest contributions to the impact on the junctions at A19 Billingham.</p> <ul style="list-style-type: none"> • No impact at A66 Elton Interchange • No impact at A66 Yarm Road Interchange • No impact at A19 Parkway Junction • 1% of trips creating an impact at A19 Billingham Junctions <p><u>A19 Billingham Junctions</u></p> <p>The main issue relates to the northbound merge where an existing queuing problem is compounded further. A possible mitigation measure for this would involve the implementation of some form of access control onto the slip road.</p> <p>Costs: N/K Funding: N/K Lead Agencies: Highways Agency, Developers, Stockton on Tees Borough Council, Tees Valley Unlimited Timeframe for Implementation: N/K Risks: N/K</p> <p><i>(Source: Highways Agency: Tees Valley Mesoscopic Model May 2012)</i></p>	

Local Highway Network

- No perceived network implications

(Source: Stockton on Tees Built and Natural Environment Team and SHLAA 2011)

Cycle and Footpath Links

- Link to existing cycle track likely to be required

Costs: N/K

Funding: N/K

Lead Agencies: Developer, Stockton on Tees Borough Council

Timeframe for Implementation: N/K

Risks: N/K

(Source: Line of existing cycle track – Stockton on Tees Green Infrastructure Strategy 2011)

Education

Nursery Places Required: N/K

Primary School Places Required: N/K

Secondary School Places Required: N/K

Costs: N/K

Funding: N/K

Lead Agencies: Stockton on Tees Borough Council, Developers

Timeframe for Implementation: N/K

Risks: N/K

Community Facilities

- Not known at this stage

Utilities

Electricity and Gas

- No known bespoke electricity or gas infrastructure requirements

Water Supply and Waste Water

- No known bespoke water supply and waste water requirements.

Telecommunications and Broadband

- Not known at this stage

Environmental Infrastructure

- Not known at this stage

Other notes

The playing fields will require changing accommodation, car parking and equipment storage facilities in order to operate properly and these ancillary areas will be lost to development. To be addressed at planning application stage (Sport England: SHLAA 2011)

NORTON SCHOOL

Site Location	The site is to the east of Stockton
Site Size	3.5 hectares
Current Use	Education: Buildings and Playing Fields
Yield and Likely Uses	50 Units with playing fields retained as open space
Relevant Policy	H1 Housing Allocations and Phasing H1c Norton School, Stockton H2 Housing Phasing and Implementation
SHLAA Site 2012	Site No. 64

Strategic Road Network

For assessment – Land at Norton School is grouped with the Site at Leeholme Road, Blakeston School, Norton School and the Site at Derwent House. This combination of sites along with Harrowgate Lane and University Hospital would make the largest contributions to the impact on the junctions at A19 Billingham.

- No impact at A66 Elton Interchange
- No impact at A66 Yarm Road Interchange
- No impact at A19 Parkway Junction
- 1% of trips creating an impact at A19 Billingham Junctions

A19 Billingham Junctions

The main issue relates to the northbound merge where an existing queuing problem is compounded further. A possible mitigation measure for this would involve the implementation of some form of access control onto the slip road.

Costs: N/K

Funding: N/K

Lead Agencies: Highways Agency, Developers, Stockton on Tees Borough Council, Tees Valley Unlimited

Timeframe for Implementation: N/K

Risks: N/K

(Source: Highways Agency: Tees Valley Mesoscopic Model May 2012)

Local Highway Network

- No perceived network implications

(Source Stockton on Tees Borough Council: Built and Natural Environment Team and SHLAA 2011)

Cycle and Footpath Links

- Link to Bridleway No 32/33 likely to be required

Costs: N/K

Funding: N/K

Lead Agencies: Developer, Stockton on Tees Borough Council

Timeframe for Implementation: N/K

Risks: N/K

(Source: Line of existing cycle track – Stockton on Tees Green Infrastructure Strategy 2011)

Education

Nursery Places Required: N/K

Primary School Places Required: N/K

Secondary School Places Required: N/K

Costs: N/K

Funding: N/K

Lead Agencies: N/K

Timeframe for Implementation: N/K

Risks: N/K

Community Facilities

- Not known at this stage

Utilities

Electricity and Gas

- No known bespoke infrastructure requirements

Water Supply and Waste Water

- No known bespoke infrastructure requirements

Telecommunications and Broadband

- Not known at this stage

Environmental Infrastructure

- Not known at this stage

Other notes

The playing fields will require changing accommodation, car parking and equipment storage facilities in order to operate properly and these ancillary areas will be lost to development. To be addressed at planning application stage
(Sport England: SHLAA 2011)

LAND AT LEEHOLME ROAD

Site Location	The site is off Leeholme Road in Billingham
Site Size	1 hectare
Current Use	Industrial
Yield	30 Units
Relevant Policy	H1 Housing Allocations and Phasing H1f Land at Leeholme Road H2 Housing Phasing and Implementation
SHLAA Site 2011	Site No. 92
<p>Strategic Road Network</p> <p>For assessment – Land at Leeholme Road is grouped with Blakeston School, Norton School and the Site at Derwent House. This combination of sites along with Harrowgate Lane and University Hospital would make the largest contributions to the impact on the junctions at A19 Billingham.</p> <ul style="list-style-type: none"> • No impact at A66 Elton Interchange • No impact at A66 Yarm Road Interchange • No impact at A19 Parkway Junction • 1% of trips creating an impact at A19 Billingham Junctions <p><u>A19 Billingham Junctions</u></p> <p>The main issue relates to the northbound merge where an existing queuing problem is compounded further. A possible mitigation measure for this would involve the implementation of some form of access control onto the slip road.</p> <p>Costs: N/K Funding: N/K Lead Agencies: Highways Agency, Developers, Stockton on Tees Borough Council Timeframe for Implementation: N/K Risks: N/K</p> <p><i>(Source: Highways Agency: Tees Valley Mesoscopic Model May 2012)</i></p>	

Local Highway Network

- No perceived network implications

(Source Stockton on Tees Borough Council Built and Natural Environment Team and SHLAA 2011)

Cycle and Footpath Links

- Cycle and footpath link would be required from Saunton Road to the green wedge between North Billingham and Cowpen Lane Industrial Estate.
- Sustainable transport links to Billingham District Centre and Billingham Rail Station

Costs: N/K

Funding: N/K

Lead Agencies: Stockton on Tees Borough Council, Developers

Timeframe for Implementation: N/K

Risks: N/K

(Source: Stockton on Tees Borough Council Built and Natural Environment Team)

Education

Nursery Places Required: N/K

Primary School Places Required: N/K

Secondary School Places Required: N/K

Costs: N/K

Funding: N/K

Lead Agencies: Stockton on Tees Borough Council, Developers

Timeframe for Implementation: N/K

Risks: N/K

Community Facilities

- Not known at this stage

Utilities

Electricity and Gas

- No known bespoke infrastructure requirements

Water Supply and Waste Water

- No known bespoke infrastructure requirements

Telecommunications and Broadband

- Not known at this stage

Environmental Infrastructure

- No known bespoke infrastructure requirements

Other notes

None

SITE OF DERWENT HOUSE

Site Location	The site is of land off Low Grange Avenue in Billingham
Site Size	0.5 hectares
Current Use	Former Sheltered Housing, now demolished.
Yield	12 Units
Relevant Policy	H1 Housing Allocations and Phasing H1g Site of Derwent House H2 Housing Phasing and Implementation
SHLAA Site 2011	Site No. 84
<p>Strategic Road Network</p> <p>For assessment, the Site at Derwent House is grouped with Land at Leeholme Road, Blakeston School, and Norton School. This combination of sites along with Harrowgate Lane and University Hospital would make the largest contributions to the impact on the junctions at A19 Billingham.</p> <ul style="list-style-type: none"> • No impact at A66 Elton Interchange • No impact at A66 Yarm Road Interchange • No impact at A19 Parkway Junction • 1% of trips creating an impact at A19 Billingham Junctions <p><u>A19 Billingham Junctions</u></p> <p>The main issue relates to the northbound merge where an existing queuing problem is compounded further. A possible mitigation measure for this would involve the implementation of some form of access control onto the slip road.</p> <p>Costs: N/K Funding: N/K Lead Agencies: Highways Agency, Developers, Stockton on Tees Borough Council, Tees Valley Unlimited Timeframe for Implementation: N/K Risks: N/K</p> <p><i>(Source: Highways Agency: Tees Valley Mesoscopic Model May 2012)</i></p>	

Local Highway Network

- No perceived network implications

(Source: SHLAA 2011)

Cycle and Footpath Links

- Footpath and cycle links to the shops and community facilities at Low Grange Neighbourhood Centre.

Costs: N/K

Funding: N/K

Lead Agencies: Highways Agency, Developers, Stockton on Tees Borough Council

Timeframe for Implementation: N/K

Risks: N/K

(Source: Stockton on Tees: Built and Natural Environment Team)

Education

Nursery Places Required: N/K

Primary School Places Required: N/K

Secondary School Places Required: N/K

Costs: N/K

Funding: N/K

Lead Agencies: Stockton on Tees Borough Council, Developers

Timeframe for Implementation: N/K

Risks: N/K

Community Facilities

- None required

Utilities

Electricity and Gas

- Not known at this stage

Water Supply and Waste Water

- Not known at this stage

Telecommunications and Broadband

- Not known at this stage

Environmental Infrastructure

- Not known at this stage

Other notes

None

HARROWGATE LANE

Site Location	The site is to the north west of Stockton.
Site Size	126 hectares
Current Use	Agricultural.
Yield and Likely Uses	2500 Units
Relevant Policy	H1 Housing Allocations and Phasing H1h Harrowgate Lane H2 Housing Phasing Implementation
SHLAA Site 2011	Site No. 118

Strategic Road Network

Overview

Assessed at the site delivering 1300 dwellings.

- 2% of trips creating an impact at A66 Elton Interchange
- No impact at A66 Yarm Road Interchange
- No impact at A19 Parkway Junction
- 2% of trips at A19 Billingham Junctions

(Source: Highways Agency May 2012- Tees Valley Mesoscopic Model)

A66 Elton Interchange

Harrowgate Lane, along with Yarm Back Lane and Urray Nook would make the largest contributions to the development trips predicted for this junction.

The impact in the morning peak hour, where flow breakdown occurs on the eastbound merge would suggest a need for some form of mitigation measure, either signal control on the dumbbell roundabout, or alternatively some form of access control on the slip road. However signalling the junction, which would help mitigate the morning peak issues, would also contribute to reducing the queuing issues on the westbound diverge in the evening peak.

Costs: N/K

Funding: N/K

Lead Agencies: Highways Agency, Developers, Stockton on Tees Borough Council

Timeframe for Implementation: N/K

Risks: N/K

(Source: Highways Agency May 2012- Tees Valley Mesoscopic Model)

A19 Billingham Junctions

Along with the University Hospital of North Tees, this site would contribute to two thirds of the trips at this junction.

Although the impact of is limited overall, the development would add to queues on the existing northbound merge on the A19. A possible mitigation measure for this would involve the implementation of some form of access control onto the slip road.

Costs: N/K

Funding: N/K

Lead Agencies: Highways Agency, Developers, Stockton on Tees Borough Council, Tees Valley Unlimited

Timeframe for Implementation: N/K

Risks: N/K

(Source: Highways Agency May 2012- Tees Valley Mesoscopic Model)

Local Highway Network

Major perceived highway network implications, which may not be satisfied by developer contribution. It is likely that some works would be needed to Darlington and Yarm Back Lanes. On Darlington Back Lane, this may entail reducing the speed limit from 60mph to 30mph, plus upgrading and redesigning works. Works would be required to Darlington Road, and the roundabout at Elton Interchange (to remove the fifth leg)

Costs: N/K

Funding: N/K

Lead Agencies: Stockton Borough Council, Developer, other Sources

Timeframe for Implementation: N/K

Risks: N/K

(Source: DANE and SHAA 2011)

Cycle and Footpath Links

- Castle Eden Walkway forming part of the Tees Valley Green Infrastructure Strategy Primary Corridor 6 'Preston on Tees, Hartburn, Fairfield, Bishopsgarth to Wynyard': Enhancement and improvements
- Tees Valley Green Infrastructure Strategy Corridor B 'West Stockton': Extension around the western boundary of the site to provide enhanced public access

Costs: N/K

Funding: N/K

Lead Agencies: Stockton on Tees Borough Council, Developer, Wynyard Woodland Park (formerly the Castle Eden Walkway)

Timeframe for Implementation: N/K

Risks: N/K

(Source: Stockton on Tees Borough Council Built and Natural Environment Team)

Education

- Nursery Places Required: N/K
- Primary School Places Required: N/K
- Secondary School Places Required: N/K

Costs: N/K

Funding: N/K

Lead Agencies: Stockton on Tees Borough Council, Developers

Timeframe for Implementation: N/K

Risks: N/K

Utilities

Electricity and Gas

- Not known at this stage

Water Supply and Waste Water

- Not known at this stage

Telecommunications and Broadband

- Not known at this stage

Environmental Infrastructure

Watercourses and Culverts

- Small watercourses within the site to be protected and used to create features within the development.

Costs: N/K

Funding: N/K

Lead Agencies: Stockton on Tees Borough Council, Developer, Environment Agency

Timeframe for Implementation: N/K

Risks: N/K

Other notes

None

YARM BACK LANE (EAST)

Site Location	The site is to the west of Stockton
Site Size	42 hectares
Current Use	Agricultural
Yield	945 Units
Relevant Policy	H1 Housing Allocations and Phasing H1i Yarm Back Lane (East) H2 Housing Phasing and Implementation
SHLAA Site 2011	Site No. 23

Strategic Road Network

Overview

- 16% of trips creating an impact at A66 Elton Interchange
- 3% of trips at A66 Yarm Road Interchange
- 1% of trips at A19/A174 Parkway Junction
- No impact at A19 Billingham Junctions

(Source: Highways Agency May 2012- Tees Valley Mesoscopic Model)

A66 Elton Interchange

Of the predicted trips arising at this junction, the vast majority comes from the Yarm Back Lane site to the north, while the Urray Nook site contributes the next greatest number of trips.

The impact in the morning peak hour, where flow breakdown occurs on the eastbound merge would suggest a need for some form of mitigation measure, either signal control on the dumbbell roundabout, or alternatively some form of access control on the slip road. However signalling the junction, which would help mitigate the morning peak issues, would also contribute to reducing the queuing issues on the westbound diverge in the evening peak.

Costs: N/K

Funding: N/K

Lead Agencies: Highways Agency, Developers, Stockton on Tees Borough Council

Timeframe for Implementation: N/K

Risks: N/K

A66 Yarm Road Interchange

Although the West Yarm site would contribute the most trips at this junction, Yarm Back Lane and Nifco also contribute a substantial number of trips.

The eastbound merge link will be approaching capacity and this could be resolved by the introduction of some form of access control such as ramp metering. This would also address queuing on the westbound merge

Costs: N/K

Funding: N/K

Lead Agencies: Highways Agency, Developers, Stockton on Tees Borough Council

Timeframe for Implementation: N/K

Risks: N/K

A19/A174 Parkway Junction

There will be an issue with the A19 southbound diverge and queuing from the circulatory, which at times could impact on the A19 southbound mainline. It is likely that this issue could be dealt with through amendments to signal timings at this location, or as part of a larger scheme to mitigate issues with the A174 east.

Costs: N/K

Funding: N/K

Lead Agencies: Highways Agency, Developers, Stockton on Tees Borough Council

Timeframe for Implementation: N/K

Risks: N/K

(Source: Highways Agency May 2012- Tees Valley Mesoscopic Model)

Local Highway Network

Improvement works would be required to upgrade Yarm Back Lane; it will require re-modelling as a residential access road with a speed limit of 40mph as well as lighting and provision for pedestrians and cyclists.

Costs: N/K

Funding: N/K

Lead Agencies: Stockton Borough Council, Developer, other Sources

Timeframe for Implementation: N/K

Risks: N/K

(Source SHLAA 2011 and Stockton on Tees Borough Council: Built and Natural Environment Manager 2011)

Cycle and Footpath Links

- Local footpath and cycle links likely to be required.

Costs: N/K

Funding: N/K

Lead Agencies: Stockton on Tees Borough Council, Developer,

Timeframe for Implementation: N/K

Risks: N/K

(Source: Stockton on Tees Borough Council: Built and Natural Environment Team)

Education

- Nursery Places Required: N/K
- Primary School Places Required: N/K
- Secondary School Places Required: N/K

Costs: N/K

Funding: N/K

Lead Agencies: Stockton on Tees Borough Council, Developers

Timeframe for Implementation: N/K

Risks: N/K

Community Facilities

- *Retail centre(s) to meet local needs. This will include the provision of health facilities, leisure facilities and any other community needs.*
- *Allotment provision*

Costs: N/K

Funding: N/K

Lead Agencies: Stockton on Tees Borough Council, Developers, other Sources

Timeframe for Implementation: N/K

Risks: N/K

UtilitiesElectricity and Gas

- No known bespoke electricity and gas infrastructure requirements.

Water Supply and Waste Water

- No known bespoke electricity and gas infrastructure requirements.

Telecommunications and Broadband

- Not known at this stage

Environmental Infrastructure

- No known requirements

Other Notes

None

WEST YARM

Site Location	The site is of land to the west of Yarm.
Site Size	15 hectares
Current Use	Agricultural
Yield	300 Units
Relevant Policy	H1 Housing Allocations and Phasing H1j West Yarm H2 Housing Phasing and Implementation
SHLAA Site 2011	Site No. 124

Strategic Road Network

Overview

The information provided by the Highways Agency includes the contribution to be made by the provision of 300 units on eastern parcel of the South West Yarm site. It is combined with the site at West Yarm for assessment purposes. *(Further analysis would be required to determine the full impact of larger South West Yarm site)*

- 1% of trips at A66 Elton Interchange
- 4% of trips at A66 Yarm Road Interchange
- 1% of trips at A19/A174 Parkway Junction
- No impact at A19 Billingham Junctions

(Source: Highways Agency May 2012- Tees Valley Mesoscopic Model)

A66 Elton Interchange

West Yarm (including South West Yarm) makes a small contribution to predicted development trips. Harrowgate Lane, along with Yarm Back Lane and Urray Nook would make the largest contributions.

The impact in the morning peak hour, where flow breakdown occurs on the eastbound merge would suggest a need for some form of mitigation measure, either signal control on the dumbbell roundabout, or alternatively some form of access control on the slip road. However signalling the junction, which would help mitigate the morning peak issues, would also contribute to reducing the queuing issues on the westbound diverge in the evening peak.

A66 Yarm Road Interchange

Whilst all the sites contribute to trips at this junction, West Yarm (including South West Yarm) has largest single contribution. It is predicted that the eastbound merge would be approaching capacity and that it is possible that this could be resolved by the introduction of some form of access control such as ramp metering. Whilst there are likely to be issues with westbound merge queues, they will not be significant in themselves and it is possible that the introduction of ramp metering would assist.

A19/A174 Parkway Junction

West Yarm (including South West Yarm) and Yarm Back Lane contribute to the trips at the junction because of their size rather than relative proximity to the junction. Issues at the southbound merge to the A19 have been identified and it is likely that this could be dealt with through amendments to signal timings at this location, or as part of a larger scheme to mitigate issues with the A174 east.

Costs: N/K

Funding: N/K

Lead Agencies: Highways Agency, Developers, Stockton on Tees Borough Council, Tees Valley Unlimited

Timeframe for Implementation: N/K

Risks: N/K

(Source: Highways Agency May 2012- Tees Valley Mesoscopic Model)

Local Highway Network

Two accesses would be required. Suggest a controlled main access opposite Everingham Road/staggering 40 metres either side of the junction.

Costs: N/K

Funding: N/K

Lead Agencies: Stockton Borough Council, Developer, other Sources

Timeframe for Implementation: N/K

Risks: N/K

(Source: Stockton on Tees Built and Natural Environment Team and SHLAA 2011)

Cycle and Footpath Links

- Local footpath and cycle links over Allerton Balk would be required to community facilities in the Layfield residential area to the east.
- *Connections to existing Public Rights of Way to the north of the site - Footpath No.7, and to the south of Green Lane (A1044) towards Footpath No.4 and the Saltergill to Leven Bridge Green Infrastructure Corridor.*

Costs: N/K

Funding: N/K

Lead Agencies: Stockton on Tees Borough Council, Developer

Timeframe for Implementation: N/K

Risks: N/K

(Source: Stockton on Tees Borough Council)

Education

- Nursery Places Required: N/K
- Primary School Places Required: N/K
- Secondary School Places Required: N/K

Costs: N/K

Funding: N/K

Lead Agencies: Stockton on Tees Borough Council, Developers

Timeframe for Implementation: N/K

Risks: N/K

Community Facilities

- New community facilities and/or support access to existing facilities, including education and public transport choices

Costs: N/K

Funding: N/K

Lead Agencies: Stockton on Tees Borough Council, Developers, other Sources

Timeframe for Implementation: N/K

Risks: N/K

UtilitiesElectricity and Gas

- Not known at this stage

Water Supply and Waste Water

- Not known at this stage

Telecommunications and Broadband

- Not known at this stage

Environmental Infrastructure

- No known requirements

Other notes

None

SOUTH WEST YARM

Site Location	The site is of land to the south west of Yarm. The railway main line and Yarm Station split the site into two parcels: east and west.
Site Size	49 hectares
Current Use	Agricultural
Yield and Likely Uses	735 Units
Relevant Policy	H1 Housing Allocations and Phasing H1K South West Yarm H2 Housing Phasing and Implementation
SHLAA Site 2011	Site No. 125

Strategic Road Network

Overview

The information provided by the Highways Agency is for the provision of 300 units on eastern parcel of the South West Yarm site. Furthermore, it is combined with the site at West Yarm for assessment purposes. *(Further analysis would be required to determine the full impact of South West Yarm (East and West) site)*

- 1% of trips at A66 Elton Interchange
- 4% of trips at A66 Yarm Road Interchange
- 1% of trips at A19/A174 Parkway Junction
- No impact at A19 Billingham Junctions

(Source: Highways Agency May 2012- Tees Valley Mesoscopic Model)

A66 Elton Interchange

West Yarm (including South West Yarm) makes a small contribution to predicted development trips. Harrowgate Lane, along with Yarm Back Lane and Urray Nook would make the largest contributions.

The impact in the morning peak hour, where flow breakdown occurs on the eastbound merge would suggest a need for some form of mitigation measure, either signal control on the dumbbell roundabout, or alternatively some form of access control on the slip road. However signalling the junction, which would help mitigate the morning peak issues, would also contribute to reducing the queuing issues on the westbound diverge in the evening peak.

A66 Yarm Road Interchange

Whilst all the sites contribute to trips at this junction, West Yarm (including South West Yarm) has largest single contribution. It is predicted that the eastbound merge would be approaching capacity and that it is possible that this could be resolved by the introduction of some form of access control such as ramp metering. Whilst there are likely to be issues with westbound merge queues, they will not be significant in themselves and it is possible that the introduction of ramp metering would assist.

A19/A174 Parkway Junction

West Yarm (including South West Yarm) and Yarm Back Lane contribute to the trips at the junction because of their size rather than relative proximity to the junction. Issues at the southbound merge to the A19 have been identified and it is likely that this could be dealt with through amendments to signal timings at this location, or as part of a larger scheme to mitigate issues with the A174 east.

Costs: N/K

Funding: N/K

Lead Agencies: Highways Agency, Developers, Stockton on Tees Borough Council, Tees Valley Unlimited

Timeframe for Implementation: N/K

Risks: N/K

(Source: Highways Agency May 2012- Tees Valley Mesoscopic Model)

Local Highway Network

- Four accesses from Green Lane would be required (2 each site). Off-site improvement works to the capacity and layout of the roundabout at the junction of the A1044 (Green Lane) and A67 (Yarm Road)
- Local scheme to alleviate highway flooding may be required

Costs: N/K

Funding: N/K

Lead Agencies: Stockton Borough Council, Developer, other Sources

Timeframe for Implementation: N/K

Risks: N/K

(Source: Stockton on Tees Built and Natural Environment Team and SHLAA 2011)

Cycle and Footpath Links

- Cycle and pedestrian crossings over Green Lane (A1044) and any necessary off-site works to connect the site to community facilities and transport networks in the Layfield Estate and Yarm

Costs: N/K

Funding: N/K

Lead Agencies: Stockton on Tees Borough Council, Developer

Timeframe for Implementation: N/K

Risks: N/K

(Source: Stockton on Tees Borough Council)

Education

- Nursery Places Required: N/K
- Primary School Places Required: N/K
- Secondary School Places Required: N/K

Costs: N/K

Funding: N/K

Lead Agencies: Stockton on Tees Borough Council, Developers

Timeframe for Implementation: N/K

Risks: N/K

<p>Community Facilities</p> <ul style="list-style-type: none"> • New community facilities and/or support access to existing facilities, including education and public transport choices <p>Costs: N/K Funding: N/K Lead Agencies: Stockton on Tees Borough Council, Developers, other Sources Timeframe for Implementation: N/K Risks: N/K</p>	
<p>Utilities</p> <p><u>Electricity and Gas</u></p> <ul style="list-style-type: none"> • Not known at this stage <p><u>Water Supply and Waste Water</u></p> <ul style="list-style-type: none"> • Not known at this stage <p><u>Telecommunications and Broadband</u></p> <ul style="list-style-type: none"> • Not known at this stage 	
<p>Environmental Infrastructure</p> <ul style="list-style-type: none"> • No known requirements 	
<p>Other notes:</p>	<p>It is expected that any development proposal, which proposes the loss of Yarm School Playing Pitches, would include a scheme and means to secure their replacement.</p>

WYNYARD SETTLEMENT

Site Location	Two sites at Wynyard Settlement: <ul style="list-style-type: none"> • 30 hectares of land to the West of Wynyard Village • 45 hectares of land at Wynyard Park
Current Use:	Agricultural
Yield	1,300 Units
Relevant Policy	H1 Housing Allocations and Phasing H1K South West Yarm H2 Housing Phasing and Implementation
SHLAA Site 2011	Site No. 125

Strategic Road Network

Overview

Impact on the Strategic Road Network has not been assessed by the Highways Agency using the Tees Valley Mesoscopic Model.

Initial comments by the Built and Natural Environment Team indicate that the West Wynyard site would require two accesses, one of which would be from a new roundabout on the A689, which would be in Hartlepool. It could be achieved as part of a wider development (including Hartlepool). Wider network implications have to be considered in conjunction with the HA.”

Costs: N/K

Funding: N/K

Lead Agencies: Highways Agency, Developers, Stockton on Tees Borough Council, Tees Valley Unlimited

Timeframe for Implementation: N/K

Risks: N/K

(Source: Highways Agency May 2012- Tees Valley Mesoscopic Model)

Local Highway Network

- Four accesses from Green Lane would be required (2 each site).
- Off-site improvement works to the capacity and layout of the roundabout at the junction of the A1044 (Green Lane) and A67 (Yarm Road)
- Local scheme to alleviate highway flooding may be required

Costs: N/K

Funding: N/K

Lead Agencies: Stockton Borough Council, Developer, other Sources

Timeframe for Implementation: N/K

Risks: N/K

(Source: Stockton on Tees Borough Council)

Cycle and Footpath Links

- A public rights of way network which provides direct, attractive and safe pedestrian and cycle routes, internally within Wynyard, and externally to the conurbation and the wider countryside
- Segregated pedestrian and cycling crossing points over the A689
- An integrated green infrastructure network

Costs: N/K

Funding: N/K

Lead Agencies: Stockton on Tees Borough Council, Developer,

Timeframe for Implementation: N/K

Risks: N/K

(Source: Stockton on Tees Borough Council)

<p>Education</p> <ul style="list-style-type: none"> • Nursery Places Required: N/K • Primary School Places Required: N/K • Secondary School Places Required: N/K <p>Costs: N/K Funding: N/K Lead Agencies: Stockton on Tees Borough Council, Developers Timeframe for Implementation: N/K Risks: N/K</p>	
<p>Community Facilities</p> <ul style="list-style-type: none"> • Publicly accessible open space • A new neighbourhood centre at Wynyard Park • Other small-scale ancillary community facilities <p>Costs: N/K Funding: N/K Lead Agencies: Stockton on Tees Borough Council, Developers, other Sources Timeframe for Implementation: N/K Risks: N/K</p> <p><i>(Source: Stockton on Tees Borough Council)</i></p>	
<p>Utilities</p> <p><u>Electricity and Gas</u></p> <ul style="list-style-type: none"> • Not known at this stage <p><u>Water Supply and Waste Water</u></p> <ul style="list-style-type: none"> • Not known at this stage <p><u>Telecommunications and Broadband</u></p> <ul style="list-style-type: none"> • Not known at this stage 	
<p>Environmental Infrastructure</p> <ul style="list-style-type: none"> • No known requirements 	
Other notes:	

Appendix 1 Local Transport Plan 3 Implementation Plan

Policy Area	Associated Strategies	Other Strategies Influenced	Transport Goals Contribution	Example Interventions	LTP Capital Indicative Allocation per Annum (£000's)					Examples of Other Potential Funding Sources (exc. LTP funding from other areas)
					2011/12	2012/13	2013/14	2014/15	2015/16	
Network Management & Road Safety	Network Management Duty, Road Safety Strategy	Public Transport Strategy, Sustainable Transport Strategy, ATS Strategies, Network Management Plan	1,2,3,4 & 5	Traffic calming, 20mph Zones, Implementation of Speed Indication Devices (SIDs), Road safety education and awareness campaigns, School Safety Zones, Speed Limit Reductions, Junction alterations, New/improved crossing facilities	200	280	280	460	TBC	Revenue, Local Sustainable Transport Fund
Sustainable Transport	Sustainable Transport Strategy, Public Rights of Way Improvement Plan, Sustainable Modes of Travel to School	Public Transport Strategy, Sustainable Transport Strategy, ATS Strategies,	1,2,3,4 & 5	New/improved footpaths and cycleways, New/improved crossing facilities, New/improved Cycle parking facilities, Smarter Choices Campaigns, Promotion of Sustainable Modes, Educational Campaigns	200	220	220	400	TBC	Local Sustainable Transport Fund, PCT

Policy Area	Associated Strategies	Other Strategies Influenced	Transport Goals Contribution	Example Interventions	LTP Capital Indicative Allocation per Annum (£000's)					Examples of Other Potential Funding Sources (exc. LTP funding from other areas)
					2011/12	2012/13	2013/14	2014/15	2015/16	
Public Transport	Public Transport Strategy	Road Safety Strategy, Sustainable Transport Strategy, ATS Strategies	1,2,3,4 & 5	New Bus Stop Shelters; New "Low Floor" Bus Stops, Pedestrian facilities in the proximity of public transport stops/interchanges, Improved Information (including RealTime), Improved security, Improvements to Rail Stations/Halts.	50	100	100	250	TBC	Revenue, Bus Operators, Rail Operators.
Central ATS	Central Area Transport Strategy	Public Transport Strategy, Road Safety Strategy, Sustainable Transport Strategy	1,2,3,4 & 5	A combination of those included in other policy areas.	50 (40% for Sustainable Transport interventions)	50 (40% for Sustainable Transport interventions)	50 (40% for Sustainable Transport interventions)	50 (40% for Sustainable Transport interventions)	TBC	Ward Budgets, Parish/Town Councils, Community Groups (via grants)
Eastern ATS	Eastern Area Transport Strategy	Public Transport Strategy, Road Safety Strategy, Sustainable Transport Strategy	1,2,3,4 & 5	A combination of those included in other policy areas.	50 (40% for Sustainable Transport interventions)	50 (40% for Sustainable Transport interventions)	50 (40% for Sustainable Transport interventions)	50 (40% for Sustainable Transport interventions)	TBC	Ward Budgets, Parish/Town Councils, Community Groups (via grants)
Northern ATS	Northern Area Transport Strategy	Public Transport Strategy, Road Safety Strategy, Sustainable Transport Strategy	1,2,3,4 & 5	A combination of those included in other policy areas.	50 (40% for Sustainable Transport interventions)	50 (40% for Sustainable Transport interventions)	50 (40% for Sustainable Transport interventions)	50 (40% for Sustainable Transport interventions)	TBC	Ward Budgets, Parish/Town Councils, Community Groups (via grants)

Policy Area	Associated Strategies	Other Strategies Influenced	Transport Goals Contribution	Example Interventions	LTP Capital Indicative Allocation per Annum (£000's)					Examples of Other Potential Funding Sources (exc. LTP funding from other areas)
					2011/12	2012/13	2013/14	2014/15	2015/16	
Western ATS	Western Area Transport Strategy	Public Transport Strategy, Road Safety Strategy, Sustainable Transport Strategy	1,2,3,4 & 5	A combination of those included in other policy areas.	50 (40% for Sustainable Transport interventions)	50 (40% for Sustainable Transport interventions)	50 (40% for Sustainable Transport interventions)	50 (40% for Sustainable Transport interventions)	TBC	Ward Budgets, Parish/Town Councils, Community Groups (via grants)
Tees Valley Bus Network Improvements	Public Transport Strategy	Road Safety Strategy, Sustainable Transport Strategy, ATS Strategies	1,2,3,4 & 5	New bus lanes, Bus priority at junctions, Improved passenger waiting facilities, Marketing campaigns, Improved information	300	300	300	300	TBC	Bus Operators
Tees Valley Metro	Public transport Strategy	Sustainable Transport Strategy, ATS Strategies	1,2,3,4 & 5	Station Improvements, Improved information, Improved integration with other modes	75	TBC	TBC	TBC	TBC	Rail Operators, Regional Growth Fund
Structural Maintenance	Network Management Plan, Transport Asset Management Plan (TAMP), Highway Maintenance Plan	Public Transport Strategy, Road Safety Strategy, Sustainable Transport Strategy, ATS Strategies	1,2,3,4 & 5	Highway Maintenance, Street Lighting Maintenance, Replacements & Improvements, Bridge Assessments & Strengthening.	2,019	2,098	2,027	1,909	TBC	Revenue

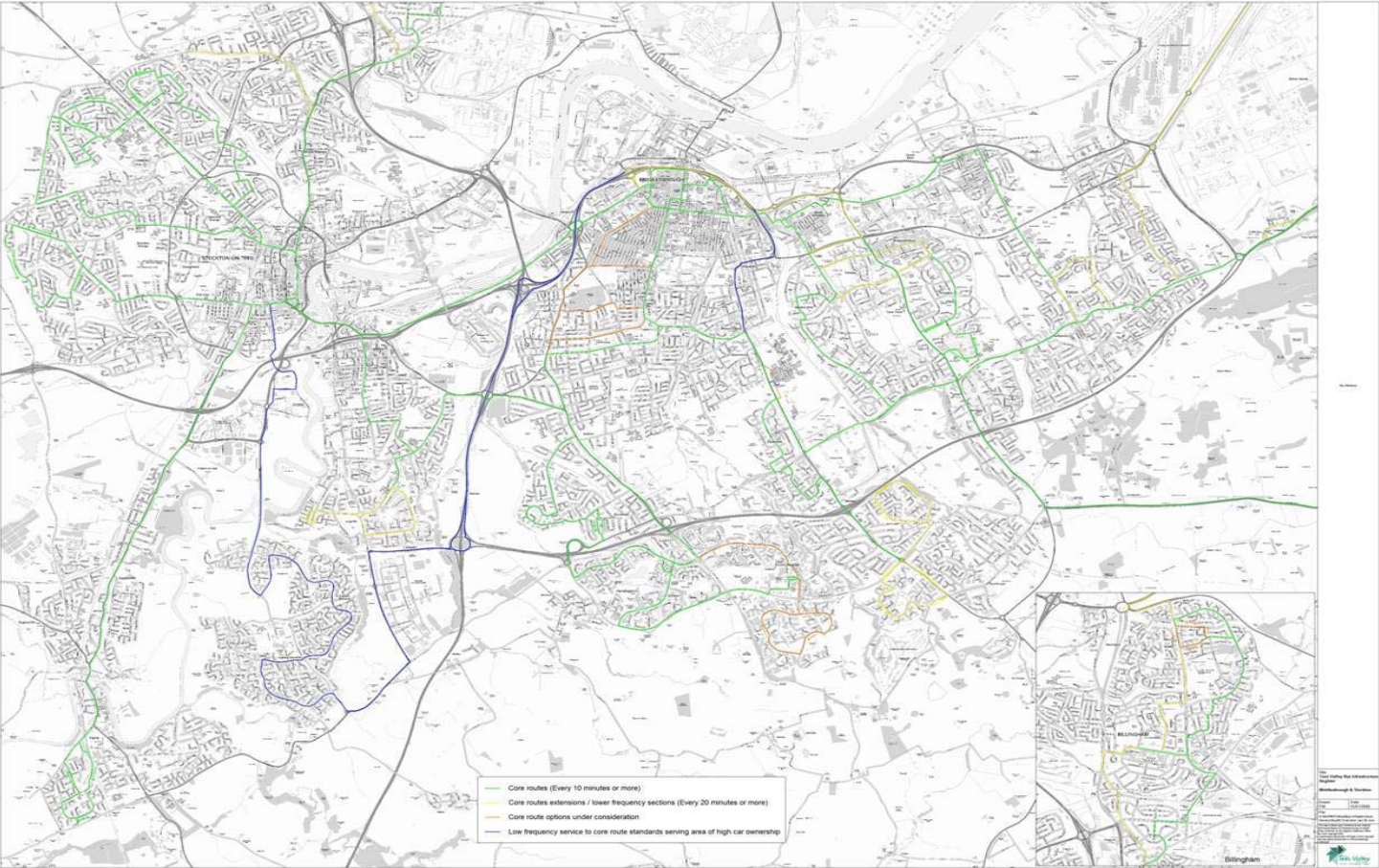
Source: Local Transport Plan 3 (2011-2016): Stockton on Tees Borough Council

Appendix 2: Core Bus Routes

Within Stockton-on-Tees Borough, the Core Route network is focused on Stockton town centre, as shown in the table below

Service Number	Route	Operator
7	Stockton - Yarm	Arriva
15	Roseworth - Stockton - Thornaby	Arriva
17/17A/17B/17C (part)	Middlesbrough - Thornaby	Arriva
36/37/38 (part)	Park End - Middlesbrough - Stockton - Norton	Stagecoach
52	Stockton - Billingham	Stagecoach
58	Stockton - Hardwick	Stagecoach
59	Stockton - University Hospital of North Tees	Stagecoach
61	Stockton - Elton Park (Fairfield)	Stagecoach
X6	Stockton - Ingleby Barwick - Middlesbrough - James Cook University Hospital	Arriva

Appendix 3: Map of Core Bus Routes in Stockton on Tees



Appendix 4 Tees Valley Bus Network Improvement Scheme

Service Number	Section of Route where Main Improvements Planned	Principal Operator
7/7A	Stockton – Yarm	Arriva
15	Roseworth – Thornaby	Arriva
17/17A/17B/17C	Middlesbrough – Thornaby	Arriva
52	Stockton – Billingham	Stagecoach
58	Stockton – Hardwick	Stagecoach
59	Stockton – Summerville	Stagecoach
61	Stockton – Elton Park	Stagecoach
X6	Middlesbrough – Eaglescliffe	Arriva

Completions to Date

Location	Detail
Mandale Gyrotory, Thornaby	Contraflow westbound bus lane installed on Mandale Road, with additional bus lanes and priority at either end, to significantly reduce journey times and provide improved access to Thornaby Station
Durham Road, Stockton	Bus lanes provided on approaches to two key junctions, including the Hardwick Road roundabout where new and modified filter lanes improve traffic flows.

Current Schemes

Location	Detail
Stockton High Street	New stop layout to facilitate interchange and remodeling at both ends to cater for all bus turning movements without detours
St John's Crossing, Stockton	Bridge Road/Riverside/1825 Way roundabout and adjacent traffic signals replaced with signalised crossroads junction with bus priority;
Yarm Lane, Stockton	Bus lane to smooth bus flow
Junction Road, Norton	Eastbound bus priority to reduce traffic delays
Yarm Road, Eaglescliffe	Bus priority at the Urlay Nook Road traffic signals

Appendix 5 Range And Location Of Schools In The Borough

The tables below show the Published Admission Numbers (PAN) for each school for admission in September 2012. A PAN is the number of pupils that the Local Authority intends to admit into each school. In this appendix, the schools are arranged by area and by type.

(Source: School Organisation Plan 2011 – 2016: Stockton on Tees Borough Council)

Primary school places

Billingham, including The Clarences, Wolviston and Wynyard	
Community and CE Schools	PAN
Bewley Primary	60
Billingham South	50
High Clarence	15
Oakdene	30
Pentland	45
Prior's Mill CE (VC)	72
Roseberry	60
Wolviston	15
Billingham non-RC total	347
Roman Catholic Schools	
Our Lady of the Most Holy Rosary	22
St John the Evangelist	30
St Joseph's	30
St Paul's	30
Billingham RC total	112
Billingham total	459

For Information: Bewley Infant School and Bewley Junior School were closed on 31 August 2011 and Bewley Primary School was opened in the same buildings on 1 September 2011.

Stockton North	
Community and CE Schools	PAN
Crooksbarrow	36
Frederick Natrass	30
Hardwick Green	30
Harrow Gate	60
Norton	60
Rosebrook	60

St John the Baptist CE (VC)	30
St Mark's Elm Tree CE (VA)	30
The Glebe	44
Tilery	40
Whitehouse	50
William Cassidi CE (VA)	29
North Stockton non-RC total	499
Roman Catholic Schools	
St. Gregory's	30
St Joseph's	38
North Stockton RC total	68
North Stockton total	567

Stockton Central	
Community and CE Schools	PAN
Bowesfield	22
Fairfield	60
Hartburn	70
Holy Trinity Rosehill CE (VA)	60
Mill Lane	30
Oxbridge Lane	50
The Oak Tree	60
Central Stockton non-RC total	352
Roman Catholic Schools	
St Bede's	26
St Cuthbert's	27
St Patrick's	40
Central Stockton RC total	93
Central Stockton total	445

South of the Borough: Eaglescliffe and Long Newton, Yarm and Kirklevington	
Community and CE Schools	PAN
Durham Lane	30
Egglescliffe CE (VC)	30
Junction Farm	30
Preston	24
St Mary's CE (VA)	15
The Links	30
Eaglescliffe total	159

Community and CE Schools	
Kirklevington	20
Layfield	24
Levendale	30
Yarm	60
Yarm total	134
Eaglescliffe and Yarm total	293

South of the Borough: Thornaby	
Community and CE Schools	PAN
Bader	44
Harewood	60
Mandale Mill	30
Thornaby CE (VC)	45
Village	30
Thornaby non-RC total	209
Roman Catholic Schools	
Christ the King	30
St Patrick's	40
Thornaby RC total	70
Thornaby total	279

South of the Borough: Ingleby Barwick	
Community and CE Schools	PAN
Barley Fields	60
Ingleby Mill	90
Myton Park	30
St Francis of Assisi CE (VA)	30
Whinstone	90
Ingleby Barwick non-RC total	300
Roman Catholic Schools	
St Therese of Lisieux	30
Ingleby Barwick RC total	30
Ingleby Barwick total	330

Secondary school places

Billingham, including The Clarences, Wolviston and Wynyard	
Community and CE Schools	PAN
Northfield	320
Roman Catholic Schools	
St Michael's	196
Billingham total	516

Stockton North	
Community and CE Schools	PAN
Bishopsgarth	120
Academies	
North Shore Health Academy	210
North Stockton total	330

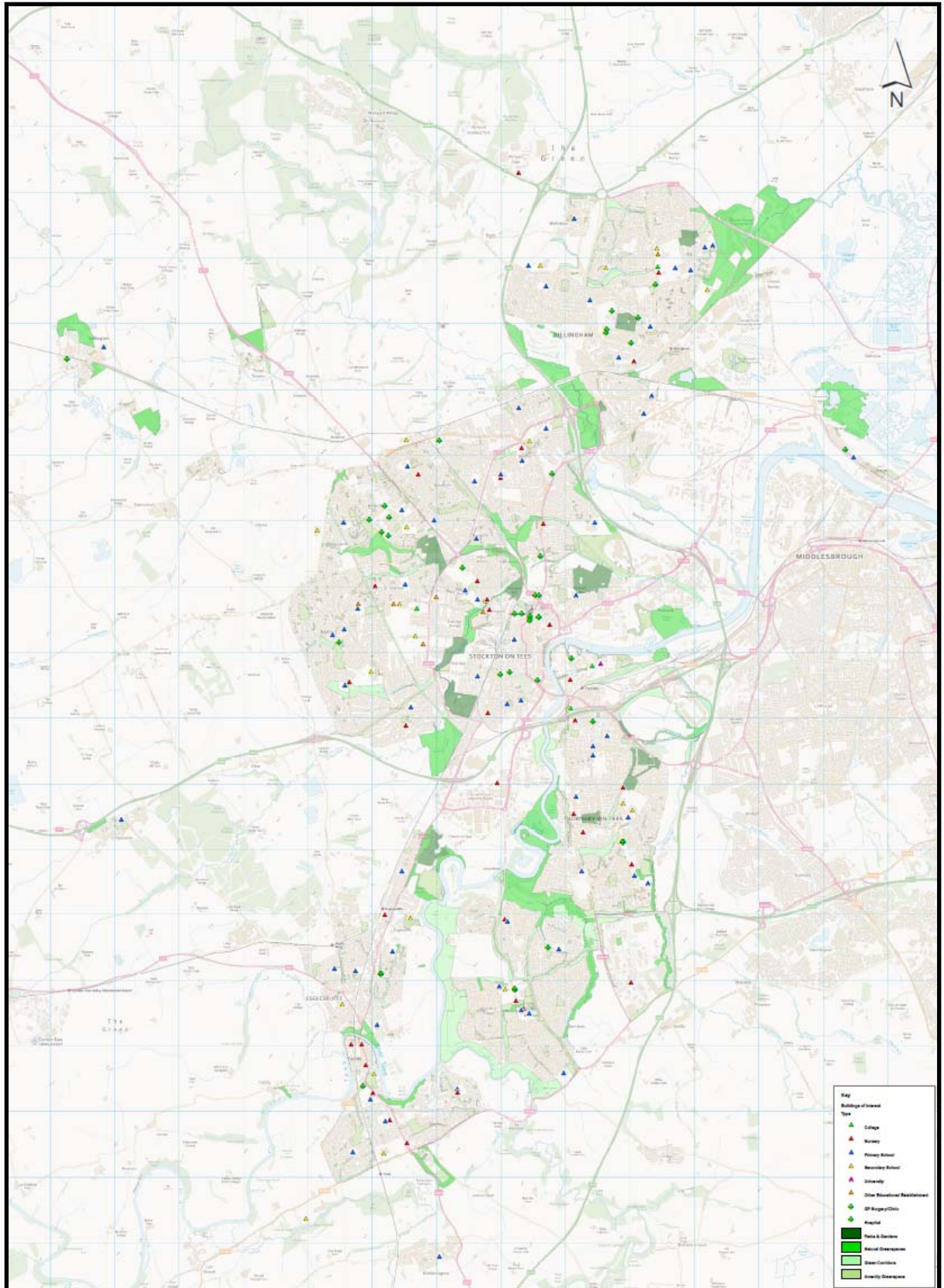
Stockton Central	
Community and CE Schools	PAN
Grangefield	210
Ian Ramsey CE	237
Central Stockton non-RC total	447
Roman Catholic Schools	
Our Lady & St Bede's	150
Central Stockton RC total	150
Central Stockton total	597

South of the Borough: Eaglescliffe and Long Newton, Yarm and Kirklevington	
Community and CE Schools	PAN
Conyers	224
Egglecliffe	235
Egglecliffe and Yarm total	459

South of the Borough: Thornaby	
Roman Catholic Schools	PAN
St Patrick's	111
Academies	
Thornaby Academy	150
Thornaby total	261

South of the Borough: Ingleby Barwick	
<i>Community and CE Schools</i>	PAN
All Saints CE	140
<i>Ingleby Barwick total</i>	140

Appendix 6 Location of Services



Appendix 7 Proposed Capital Expenditure

The table below sets out the capital expenditure for the period 2012-2017.

CAPITAL PROGRAMME 2012-2017	Current Approved Programme	New Approvals	TOTAL
SCHOOL CAPITAL			
Bewley Primary School	1,164,617	0	1,164,617
Norton Primary	610,000	0	610,000
The Glebe Primary	572,723	0	572,723
Bader Primary	39,000	0	39,000
Oakdene Primary	63,000	0	63,000
Our Lady of the Most Holy Rosary RC VA Primary	252,500	0	252,500
Oxbridge Lane Primary	53,000	0	53,000
Egglescliffe CE Primary	220,000	0	220,000
Preston Primary	20,000	0	20,000
Asbestos Removal for Capital Works	100,000	0	100,000
SCHOOLS CAPITAL	3,094,840	0	3,094,840
HOUSING REGENERATION & TOWN CENTRES SCHEMES			
Housing Regeneration			
Hardwick Regeneration	107,176	0	107,176
Mandale Regeneration	3,642,927	0	3,642,927
Parkfield Regeneration	2,224,274	0	2,224,274
Swainby Road Regeneration	1,561,357	0	1,561,357
Victoria Estate Regeneration	0	3,300,000	3,300,000
Community Energy Saving Programme	650,000	0	650,000
	8,185,734	3,300,000	11,485,734
Stockton Town Centre Schemes			
Town Heritage Initiative	2,093,650	0	2,093,650
Stockton Heritage in Partnership (SHiP)	94,853	0	94,853
Globe Theatre Refurbishment	1,150,000	0	1,150,000
St John's Crossing	5,465,873	0	5,465,873
Stockton Town Centre Schemes	5,200,058	7,500,000	12,700,058
	14,004,434	7,500,000	21,504,434
Thornaby Town Centre Schemes			
Thornaby Town Centre Road Realignment	0	1,200,000	1,200,000
	0	1,200,000	1,200,000
Billingham Town Centre Schemes			
Billingham Town Centre - Public Realm	1,600,000	0	1,600,000
Billingham Library & Contact Facility	1,276,800	1,500,000	2,776,800
	2,876,800	1,500,000	4,376,800

HOUSING REGENERATION & TOWN CENTRES SCHEMES	25,066,968	13,500,000	38,566,968
TRANSPORTATION			
Local Transport Plans			
LTP - Integrated Transport	0	946,000	946,000
LTP - Structural Maintenance	0	2,098,000	2,098,000
	0	3,044,000	3,044,000
Developer Agreements			
Yarm Road - Access to Housing Site	411,000	0	411,000
Cheltenham Road Access To Trade Park	0	898,000	898,000
Preston Lane, Preston Farm Housing Development	0	37,100	37,100
Victoria Bridge Cycle Link	0	7,600	7,600
	411,000	942,700	1,353,700

Description	Current Approved Programme	New Approvals	TOTAL
Tees Valley Bus Network Initiative			
Tees Valley Bus Network Initiative	2,536,323		2,536,323
	2,536,323	0	2,536,323
TRANSPORTATION	2,947,323	3,986,700	6,934,023
OTHER SCHEMES			
Private Sector Housing			
Disabled Adaptations	1,005,000	450,000	1,455,000
Empty Homes - Regional Scheme	0	500,000	500,000
Regional Loan Scheme	200,000	0	200,000
Empty Properties (EDMO's)	58,000	0	58,000
	1,263,000	950,000	2,213,000
Facilities Management			
Building Maintenance Programme	168,000	600,000	768,000
	168,000	600,000	768,000
Resources / ICT			
A2S: ICT Cost	114,167	0	114,167
Broadband Infrastructure	0	140,000	140,000
Replacement Scanners	100,000	0	100,000
Server Virtualisation	178,029	0	178,029
	392,196	140,000	532,196
Other Schemes			
Vehicle Replacement Fund	1,689,375	0	1,689,375
Preston Hall - Museum Project	302,744	0	302,744
Parks Improvement Programme	347,000	0	347,000
Youth Café Developments	202,830	0	202,830
Wheeled Park Facilities	0	200,000	200,000
Cemeteries	0	150,000	150,000
	2,541,949	350,000	2,891,949
OTHER SCHEMES	4,365,145	2,040,000	6,405,145
Total Approved Capital MTFP	35,474,276	19,526,700	55,000,976

Financed By:	Current Approved Programme	New Approvals (Part of Report)	TOTAL
Government Support	(3,094,840)	(3,494,000)	(6,588,840)
Other Grants	(11,107,446)	(150,000)	(11,257,446)
Earmarked Resources / Receipts	(12,150,682)	0	(12,150,682)
Earmarked Housing Regeneration Receipts	(5,889,199)	0	(5,889,199)
Prudential Borrowing	(195,545)	0	(195,545)
Other Contributions	(740,029)	(1,692,700)	(2,432,729)
Corporate One-Off Resources	0	(3,390,000)	(3,390,000)
VAT Shelter	(2,296,535)	(5,523,000)	(7,819,535)
Corporate Resources (Cash Flow Town Centre & Housing)	0	(5,277,000)	(5,277,000)
Total Approved Funding Capital MTFP	(35,474,276)	(19,526,700)	(55,000,976)

Note - The above table does not include £6.2m of School Capital Resources