



**Stockton-on-Tees**  
BOROUGH COUNCIL

**Sustainability Appraisal**  
Gypsy, Traveller and Travelling  
Showpeople Site Allocations  
Local Development Document



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## **Non-Technical Summary**

### **Gypsy, Traveller and Travelling Showpeople Site Allocations Local Development Document**

The Gypsy and Traveller and Travelling Showpeople Site Allocations Local Development Document (LDD) will be a statutory document within the Local Plan, which is led by the Core Strategy. The Core Strategy sets out the Council's overarching policies for how the Borough will develop up to 2026 and includes a criteria based policy for the determination of applications for new Gypsy and Traveller and Travelling Showpeople sites and safeguards for the existing site at Bowesfield Lane (Policy CS9).

The Core Strategy also states that, to respond effectively and appropriately to any identified lack of suitable accommodation, and to meet the needs of Gypsies and Travellers, the Council will identify additional sites. This is to be carried out through the Gypsy, Traveller and Travelling Showpeople Site Allocations LDD.

The LDD will make provision for the accommodation of Gypsies, Travellers and Travelling Showpeople within Stockton-on-Tees through the allocation of sites and will also set out policies and proposals relevant to the sites including detailed requirements for their development. The number of pitches to be allocated will be based on an identified need within the Borough.

### **Sustainability Appraisal**

The Sustainability Appraisal (SA) is a statutory requirement for all land use plans within the LDF. The EU directive EC/2001/42 also requires land use plans to be subjected to a SEA, which assesses the environmental impact of a plan. However, given the large amount of overlap between the SEA and SA processes, government guidance recommends that they are carried out in one single process. For the purposes of this report, the term 'Sustainability Appraisal' therefore refers to both the SEA and SA.

The purpose of the SA is to inform the development of the policies in land use plans so they contribute to sustainable development. This is achieved through an SA Framework, which consists of targets, indicators and Sustainability Objectives. The framework is then used to test each option for the likely impact.

### **SA Scoping Report**

The Sustainability Appraisal Scoping Report for the Core Strategy was produced in 2005, before significant progress had been made on the transition to the Local Development Framework, and informed the development of Sustainability Objectives for the Core Strategy. Following changes to the Local Development Framework regulations; national policy guidance; the Stockton-on-Tees Local Development Scheme and the social, economic and environmental composition of the Borough; an updated document was produced in 2010. This revised Scoping Report was intended to inform the other emerging Development Plan Documents, however this did not include the Gypsy, Traveller and Travelling Showpeople Site Allocations LDD and it has been necessary to prepare an additional Scoping Report as an addendum to the updated Local Development Framework

Scoping Report, in line with the guidance given in Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents, 2005 (ODPM).

The Scoping Report that applies to the Gypsy, Traveller and Travelling Showpeople Site Allocations LDD is the updated LDF Scoping Report and the addendum Scoping Report. The updated Scoping Report has previously been consulted upon and the addendum was subject to a five-week public consultation from September 2013. The Scoping Report included baseline information, details of other relevant plans and programmes, and used this information to set out the key sustainability issues. The Scoping Report aimed to establish whether all of the sustainability issues had been taken into account and to develop the SA Framework.

Based on the identified key issues, 10 Sustainability Objectives were developed, as shown in Table 1, and agreed with consultees and these objectives have been used as the basis for the appraisal.

**Table 1 – Sustainability Objectives**

|      | <b>Sustainability Objectives</b>   |
|------|--|
| SA1  | Strengthening the Stockton Borough economy.                                  |
| SA2  | Adapting to and mitigating against climate change.                           |
| SA3  | Living within environmental limits.  |
| SA4  | Developing a more sustainable employment market.                             |
| SA5  | Establishing a strong learning and skills base.                              |
| SA6  | Improving health and well-being while reducing inequalities in health.       |
| SA7  | Safeguarding and enhancing Stockton Borough’s environmental infrastructure.  |
| SA8  | Building sustainable communities in the Stockton Borough.                    |
| SA9  | Developing sustainable transport and communication.                          |
| SA10 | Promoting, enhancing and respecting Stockton Borough’s culture and heritage. |

## Appraisal of Site Options

The development site options put forward in the Gypsy, Traveller and Travelling Showpeople Site Allocations LDD have been appraised using the Sustainability Objectives established through the updated SA Scoping Report. The appraisal has focussed upon identifying the significant environmental, social and economic effects that might arise from the identification of each site option for development. The sites were assessed against each of the ten Sustainability Objectives. The appraisals of the options will then inform the development of the emerging Publication document and the key themes emerging from these appraisals are outlined within this report, with a summary of the appraisals shown below in Table 2.

**Table 2 – Summary of Appraisals for site options**

| <b>Key</b> |   |    |                                    |
|------------|---|----|------------------------------------|
| ✓✓         | Potential for significant compatibility | XX | Potential for significant conflict |
| ✓          | Potential for some compatibility        | X  | Potential for some conflict        |
| O          | Neutral                                 | -  | No significant relationship        |
| ?          | Uncertain Impact                        |    |                                    |

| Site  | Sustainability Objectives |                     |                           |                                    |                             |                          |                                   |                              |                                |                            | Relative sustainability |
|---|---------------------------|---------------------|---------------------------|------------------------------------|-----------------------------|--------------------------|-----------------------------------|------------------------------|--------------------------------|----------------------------|-------------------------|
|   | SA1- Economy              | SA2- Climate Change | SA3- Environmental Limits | SA4- Sustainable employment market | SA5- Learning & skills base | SA6- Health & well-being | SA7- Environmental infrastructure | SA8- Sustainable communities | SA9- Transport & communication | SA10- Culture and heritage |                         |
| Land to the rear of Roddmere, Yarm Back Lane, Stockton        | -                         | X/?                 | X/X?                      | -                                  | -                           | O                        | O                                 | ✓/✓?                         | XX/?                           | -                          | Least                   |
| Land on Frederick Street, Stockton                            | -                         | ✓✓                  | ✓                         | -                                  | -                           | O                        | X                                 | ✓✓                           | ✓✓                             | -                          | Most                    |
| Land between Bowesfield Crescent and the River Tees, Stockton | -                         | ✓                   | O                         | -                                  | -                           | X                        | X                                 | ✓                            | ✓                              | -                          | Average                 |
| Land on Mill Lane, Billingham                                 | -                         | ✓                   | O                         | -                                  | -                           | O                        | X                                 | ✓                            | ✓                              | -                          | Average                 |
| Land on Eltham Crescent, Thornaby                             | -                         | ✓✓                  | ✓                         | -                                  | -                           | O                        | X                                 | ✓✓                           | ✓                              | -                          | Most                    |
| Land between the River Tees and Thornaby Road, Thornaby       | -                         | ✓✓                  | ✓                         | -                                  | -                           | O                        | X                                 | ✓✓                           | ✓                              | -                          | Most                    |
| Land on Manor Walk and Manor Drive, Stillington               | -                         | ✓                   | O                         | -                                  | -                           | O                        | XX                                | O                            | O                              | -                          | Least                   |
| Land at Glaisdale Road, Yarm                                  | -                         | O                   | X                         | -                                  | -                           | O                        | X                                 | O                            | O                              | -                          | Least                   |
| Land on Leven Street, Haverton Hill                           | -                         | O                   | X                         | -                                  | -                           | X                        | ✓                                 | X                            | X                              | -                          | Least                   |
| Land on Hope Street, Haverton Hill                            | -                         | O                   | X                         | -                                  | -                           | X                        | ✓                                 | X                            | X                              | -                          | Least                   |

Table 2 shows that there is one site which has the potential for significant conflict with Sustainability Objective SA7 'Safeguarding and enhancing Stockton Borough's environmental infrastructure'. There are numerous instances where some potential for conflict has been identified, with every site having at least one occurrence. The following issues were identified as being the main reasons for conflict:

- Limited access to services and facilities
- Potentially incompatible adjacent uses
- Impacts upon the landscape
- Impacts on the quantity and quality of urban open space
- Impact on areas with biodiversity value

The appraisals have identified a number of positive impacts from the development of a number of site options:

- Good access to services and facilities
- Improving the health of Gypsy or Travellers by providing a settled site(s)
- Avoidance of development on land within flood zones and urban open space

It is suggested that the following sites are not taken forward for consideration as potential options for preferred sites:

- Land on Manor Walk and Manor Drive, Stillington
- Land at Glaisdale Road, Yarm
- Land on Leven Street, Haverton Hill
- Land on Hope Street, Haverton Hill

These sites perform poorly in comparison to other sites against SA Objectives SA3 'Environmental Limits', SA8 'Sustainable communities' and SA9 'Transport & communication' principally because of poor access to services and facilities leading to a reliance on the private car. It is not possible for the delivery of these sites to mitigate against these SA Objectives. For this reason and the number of alternative sites still being considered it is suggested that these sites are not taken forward for consideration as preferred sites.

## Mitigation and Monitoring

The SA has also included recommendations for mitigation measures that will prevent or reduce identified conflicts. The main suggested measures are:

- Ensuring pedestrian access is provided to provide access to local services and facilities.
- Ensuring design and layout seeks to mitigate any landscape impact.
- Ensuring layouts avoid placing development within flood zones
- Ensuring the where possible development avoids those parts of the urban open space which are most value.
- Ensuring design and layout seek to avoid areas of high biodiversity value and if necessary provide compensatory provision.



## 1. Introduction

- 1.1. This document is the Sustainability Appraisal (SA) of Stockton-on-Tees Borough Council Gypsy, Traveller and Travelling Showpeople Site Allocations Local Development Document (LDD). The Planning and Compulsory Purchase Act (2004) requires all Local Development Documents to be subject to an SA.
- 1.2. The Gypsy, Traveller and Travelling Showpeople Site Allocations LDD will make provision for the accommodation of Gypsies, Travellers and Travelling Showpeople within Stockton-on-Tees through the allocation of sites and will also set out policies and proposals relevant to the sites including detailed requirements for their development. The number of pitches to be allocated will be based on an identified need within the Borough.
- 1.3. The purpose of the SA is to help local planning authorities fulfil their obligations to the contribution of sustainable development, through integrating sustainability considerations in the preparation and adoption of their Local Development Documents.
- 1.4. In addition, the European Directive, EC/2001/42, requires that a Strategic Environmental Assessment (SEA) of the environmental effects of certain plans and programmes be undertaken. These plans and programmes include LDDs.
- 1.5. However, there is a large amount of overlap between the two processes of the SA and SEA. Government guidance suggests that it is possible to satisfy the requirements of both through a single appraisal process. Therefore, for ease of reference both the SA and the SEA will be referred to as a Sustainability Appraisal (SA).
- 1.6. The SA is an on-going and informing process throughout the preparation and adoption of Local Development Documents. The SA will identify and report on the extent to which the Gypsy, Traveller and Travelling Showpeople Site Allocations LDD will achieve environmental, economic and social sustainability objectives.
- 1.7. Following the adoption of the Gypsy, Traveller and Travelling Showpeople Site Allocations LDD, the sustainability indicators will be used to monitor the effects of the plan's implementation and will be used to highlight any adverse effects, therefore improving the sustainability of the documents as they progress.
- 1.8. This Sustainability Appraisal follows on from the Sustainability Appraisal Scoping Report (which incorporates an addendum specific to this LDD). Any comments received from consultation on the Scoping Report have been taken into account when developing this document.

## Habitat Regulations Assessment

- 1.9. A separate requirement for the authority to undertake is the Habitat Regulations Assessment (HRA). This is within the Conservation of Habitats and Species Regulations, 2010, and needs to be undertaken in respect of any plan or project which:

- Either alone or in combination with other plans or projects would be likely to have a significant effect on a European Site; and
  - Is not directly connected with the management of the site for nature conservation.
- 1.10. It is understood that a plan or project does not have to be located within the designated area to require an Appropriate Assessment. The government strongly recommends that where there is uncertainty as to the effects of a plan on a designated site, the conservation objectives of the site should prevail, adopting the precautionary principle.
- 1.11. Therefore, where there is any uncertainty over the effect of a policy at the screening stage, there should be no attempt to create a case of 'no significant effects' and instead the policy proceeds to the Appropriate Assessment stage.
- 1.12. The authority is undertaking an Screening Analysis of the effects of the Gypsy, Traveller and Travelling Showpeople Site Allocations LDD and this will be published alongside the Regulation 18 Consultation Document and this SA report.

## 2. Gypsy, Traveller and Travelling Showpeople Site Allocations LDD

- 2.1. The Gypsy and Traveller and Travelling Showpeople Site Allocations Local Development Document (LDD) will be a statutory document within the Local Plan, which is led by the Core Strategy. The Core Strategy sets out the Council's overarching policies for how the Borough will develop up to 2026 and includes a criteria based policy for the determination of applications for new Gypsy and Traveller and Travelling Showpeople sites and safeguards for the existing site at Bowesfield Lane (Policy CS9).
- 2.2. The Core Strategy also states that, to respond effectively and appropriately to any identified lack of suitable accommodation, and to meet the needs of Gypsies and Travellers, the Council will identify additional sites. This is to be carried out through the Gypsy, Traveller and Travelling Showpeople Site Allocations LDD.
- 2.3. The LDD will make provision for the accommodation of Gypsies, Travellers and Travelling Showpeople within Stockton-on-Tees through the allocation of sites and will also set out policies and proposals relevant to the sites including detailed requirements for their development. The number of pitches to be allocated will be based on an identified need within the Borough.
- 2.4. The Gypsies, Travellers and Travelling Showpeople (Regulation 18 Consultation) LDD will be consulted upon and comments received will be considered and used to inform the preparation of the Publication document.
- 2.5. There are three key objectives for the Gypsies, Travellers and Travelling Showpeople LDD that are distinct from the Sustainability Objectives and which aim to give clarity on the intended outcomes of the LDD policies. These are as follows:
  - A – To allocate sufficient land to provide residential pitches that will meet the identified accommodation need for Gypsies and Travellers within the Borough.
  - B – To identify sustainable sites to increase access to health, education and other services for Gypsies and Travellers.
  - C – To deliver well designed sites that are safe and attractive places to live and that respect the residential amenities of the settled communities.

### 3. Sustainable Development

- 3.1. The World Commission on Environment and Development, published a report known as the 'Brundtland report' (1987), that provided the most common definition of sustainable development. The report defined sustainable development as being:

*'Development which meets the needs of the present without compromising the ability of future generations to meet their own needs.'*

- 3.2. In 2005 the government published 'Securing the Future – The UK Government Sustainable Development Strategy'. This strategy contained the following five guiding principles:

- Living within environmental limits;
- Ensuring a strong, healthy and just society;
- Achieving a sustainable economy;
- Promoting good governance; and
- Using sound science responsibly.

- 3.3. At a regional level, the former Government Office for the North East published 'Sustaine', the Integrated Regional Framework for the North East, which contains 10 Sustainability Objectives. These objectives have been adapted to fit the purpose of this Sustainability Appraisal.

- 3.4. The Stockton Borough Council Sustainable Community Strategy 2008-2021 has a threefold spatial vision for the Borough, which is based on economic, environmental and social themes. The vision for the Borough is:

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

## 4. Sustainability Appraisal Methodology

- 4.1. The advice provided by the ODPM in November 2005 recommends that the SA process is undertaken in five stages:

- Stage A:** Setting the context and objectives, establishing the baseline and deciding on the scope;
- Stage B:** Developing and refining options and assessing effects;
- Stage C:** Preparing the SA Report;
- Stage D:** Consulting on the Preferred Options of the LDD and the SA Report; and
- Stage E:** Monitoring the significant effects of implementing the LDD.

- 4.2. **Stage A** was covered by the Sustainability Appraisal Scoping Report (which incorporates an addendum specific to this LDD). The Scoping Report document takes into account comments received from statutory bodies, and others, on the scope of the Sustainability Appraisal.
- 4.3. **Stage B** is the main body of the appraisal process. This involves testing the objectives of the Gypsy, Traveller and Travelling Showpeople Site Allocations LDD against the Sustainability Objectives, developing options and assessing the effect of the plan, establishing mitigation measures and methods for monitoring.
- 4.4. This document provides documentation for **Stage B**. It discusses the sustainability of the site options and allows an early assessment of the site options against the Sustainability Objectives.
- 4.5. Following the period public consultation on this report and the Gypsy, Traveller and Travelling Showpeople Site Allocations (Regulation 18) LDD, a Publication Document will be prepared, that will be accompanied by a Sustainability Appraisal Report, which is **Stage D**.
- 4.6. Since the SA process is an on-going process, there is no final stage. Therefore, the monitoring stage intends to continually appraise the effects of the adopted Gypsy, Traveller and Travelling Showpeople Site Allocations LDD, and to amend the Sustainability Objectives and inform the future policy development as necessary.
- 4.7. The official SA stages and tasks chart can be viewed in Appendix 1.
- 4.8. To assist in the appraisal proximity to service information was gathered for each site. Proximity to facility information (health care, education and retail centres) was established using the Integrated Transport Network (ITN) on our Geographical Information Systems (GIS). The ITN contains a detailed road network, which can be used to model how far an individual can travel along the ITN from a given facility.
- 4.9. For the purposes of the Sustainability Appraisal a model was created which allows officers to establish the area in which an individual can travel along the ITN from a given facility. This model was run three times for each facility type to establish the area in which an individual can travel along the ITN, given an input value of 500m,

1km and 2km. Through the use of a road network, this approach takes account of barriers to movement such as rivers and railway lines. However, the network does not contain footpaths and cycle ways that do not follow roads, as this level of detail is not yet available for ITN analysis.

4.10. The base data for the ITN model was as follows:

- **Health Care Facilities-** GP surgeries
- **Employment Sites-** sites identified for employment uses. This includes general employment land, Key Employment Land (Wynyard), Durham Tees Valley Airport and land for chemical and steel industries.
- **Education Facilities-** primary and secondary schools (further education not included)
- **Retail centres-** as designated within the adopted local plan (includes neighbourhood, local, district and town centres)

## 5. Stage A - Scoping

- 5.1. The scoping stage of the appraisal process is divided into the following parts:
  - Identifying other relevant policies, plans and programmes, and Sustainability Objectives;
  - Collecting baseline information;
  - Identifying sustainability issues and problems;
  - Developing the SA Framework;
  - Consulting on the scope of the SA.
- 5.2. The Sustainability Appraisal Scoping Report for the Core Strategy was produced in 2005, before significant progress had been made on the transition to the Local Development Framework, and informed the development of Sustainability Objectives for the Core Strategy. Following changes to the Local Development Framework regulations; national policy guidance; the Stockton-on-Tees Local Development Scheme and the social, economic and environmental composition of the Borough; an updated document was produced in 2010. This revised Scoping Report was intended to inform the other emerging Development Plan Documents; however this did not include the Gypsy, Traveller and Travelling Showpeople Site Allocations LDD and it has been necessary to prepare an additional Scoping Report as an addendum to the updated Local Development Framework Scoping Report, in line with the guidance given in Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents, 2005 (ODPM).
- 5.3. The Scoping Report that applies to the Gypsy, Traveller and Travelling Showpeople Site Allocations LDD is the updated LDF Scoping Report and the addendum Scoping Report.
- 5.4. The first part of the scoping exercise consisted of a review of other plans, policies and programmes that would need to be considered. The purpose of this is to identify any external objectives or issues which may influence the preparation of the LDDs and to determine whether any external policies may lead to cumulative effects and to address any inconsistencies and constraints that may apply. This is documented within the SA Scoping Report and the details of the relevant policies, plans and programmes that were identified have been included as Appendix 2.
- 5.5. The next stage of the exercise is the gathering of baseline data, indicators and targets to help establish the current sustainability issues for the Borough. The data also includes comparators at a national, regional and (where available) a sub-regional level. This has been supplemented by baseline information specific to the Gypsy, Traveller and Travelling Showpeople Site Allocations LDD within the Scoping Report addendum.
- 5.6. The key sustainability issues were identified, using the baseline information, and these were summarised within the Scoping Report. The key issues were identified as being:
  - Regeneration of the Urban Core;
  - Economic performance in the Borough;
  - Housing provision;
  - Transport;

- Improving health and well being;
- Climate Change;
- Protection of the natural environment;
- Protection of the built environment and heritage assets.

5.7. The Scoping Report addendum identified that the above sustainability indicators were equally relevant to the Gypsy, Traveller and Travelling Showpeople Site Allocations LDD. However, it was also identified that there were a further three key sustainability issues of specific relevance to the LDD:

- Insufficient Accommodation
- Poor Levels of Health, Education and Employment
- Community Integration

5.8. Following the identification of the key sustainability issues, suitable Sustainability Objectives for the Borough were identified. These objectives were developed from the 10 regional sustainability objectives contained within the North East's Integrated Regional Framework. The Sustainability Objectives for Stockton-on-Tees are shown in Figure 1.

**Figure 1- Sustainability Objectives**

|      | <b>Sustainability Objectives</b>   |
|------|--|
| SA1  | Strengthening the Stockton Borough economy.                                  |
| SA2  | Adapting to and mitigating against climate change.                           |
| SA3  | Living within environmental limits.  |
| SA4  | Developing a more sustainable employment market.                             |
| SA5  | Establishing a strong learning and skills base.                              |
| SA6  | Improving health and well-being while reducing inequalities in health.       |
| SA7  | Safeguarding and enhancing Stockton Borough's environmental infrastructure.  |
| SA8  | Building sustainable communities in the Stockton Borough.                    |
| SA9  | Developing sustainable transport and communication.                          |
| SA10 | Promoting, enhancing and respecting Stockton Borough's culture and heritage. |

5.9. The Sustainability Objectives, baseline data, indicators and targets all combine to form the SA Framework, which is used to test and monitor the plans performance. The final scoping stage was carried out when the SA Scoping Report addendum was subject to a five-week period of consultation from September 2013.



## **6. Baseline Information and Key Sustainability Issues.**

- 6.1. The SA Scoping Report provided the basis for the set of baseline information to help establish the current sustainability issues. The full list of this information is referenced to the Sustainability Objectives and can be found in Appendix 3.
- 6.2. The following is a summary of the key sustainability issues identified within the SA Scoping Report and amended to take into account comments made during consultation.

### **Scoping Report- Key Sustainability Issues**

#### **Regeneration of the Urban Core**

- 6.3. The decline in traditional manufacturing sectors in the Borough has led to many regeneration opportunities along the River Tees, such as Teesdale. The Stockton Middlesbrough Initiative (SMI) intends to produce a radical social, environmental and economic regeneration strategy for the Tees Valley Core.
- 6.4. Many of the identified policies, plans and programmes emphasise the need to use land efficiently so that development is accessible to key services; reducing the reliance on private transport and the pressure on Greenfield sites.
- 6.5. The baseline data indicates high vacancy rates for units on Stockton High Street. Improving the vitality and viability of the town centre is a key sustainability issue for the Local Plan.

#### **Economic Performance in the Borough**

- 6.6. Baseline data indicates that while the unemployment rate is lower than the Tees Valley figure it is higher than the national average. Overall the structure of the economy in the Borough has changed, with a move from the more traditional manufacturing base to a focus on the service sector. As a result of this change, the working age population needs to have access to training to develop new skills. Durham University's Queen's Campus in Stockton has an established research presence in health, medicine and the environment. The growing number of students means the campus provides an important boost to the local economy and research industries.
- 6.7. Other potential for economic growth in the area for the future includes extending the logistics industry through development of the Tees as a port and growth of Durham Tees Valley Airport.

#### **Housing Provision**

- 6.8. Delivering housing in sustainable locations is a key theme of Government guidance. The need to plan for affordable housing is also emphasised at the national level, this should be reflected in Stockton's Local Plan either through for example affordable housing targets or rural exception sites.

- 6.9. There is an emphasis on Lifetime Homes and the Code for Sustainable Homes in order to improve the quality of the new build housing stock, and ensure that it is sustainable over the longer time frame. A key sustainability issue is therefore, to ensure that local policies reflect the national guidance to ensure that new homes are gradually meeting these standards.

## Transport

- 6.10. A key sustainability issue is the need to support a sustainable transport network, and direct development to established public transport nodes. Baseline data indicates a lower level of car ownership in the Borough than the national average. Therefore, the provision of a quality public transport service is vital in order for those households without access to a car to access jobs, services and facilities, as well as providing a realistic alternative to those households with a car. There is legislation setting out requirements to cut carbon emissions, which can also be supported by reducing the reliance on private transport.
- 6.11. Improving cycling and pedestrian links in order to promote accessibility and sustainable methods of transport is another key sustainability issue. These links can be integrated into green infrastructure and should link to the Rights of Way Improvement Plan.
- 6.12. The Tees Valley rail network is also likely to play an important part in improving sustainable transport. The Third Local Transport Plan identifies that rail patronage in the Tees Valley has grown at a considerably higher rate than observed both across the North East as a whole and nationally. The accessibility of the rail network should be further enhanced to reduce the reliance on the private car.

## Improving Health and Well Being

- 6.13. As the Borough has higher mortality rates from circulatory diseases than both the regional and national levels, policies for development in the Borough need to consider how to contribute to improving the health of residents.
- 6.14. Participation in sport and physical activities can have a significant impact upon health, well-being and community cohesion and yet the Council's PPG17 Assessment identifies that only 55% of the Borough's sports facilities are considered to be accessible by the general public. Future development will need to consider how it will contribute to the increase of access to sporting and amenity facilities and increased well-being.

## Climate Change

- 6.15. A Stockton on Tees citizens' panel survey (April 2010) has identified that 53.4% of respondents are fairly concerned and 17.9% are very concerned, about climate change. Future development within the Borough will need to consider both mitigating against, and adapting to, the consequences of climate change. The amount of renewable energy generated within the Borough will need to reflect the targets set out in the Council's Climate Change Action Plan.
- 6.16. The natural environment is susceptible to climate change in varying ways. For example some plant and animal species may adapt while others may be eclipsed by

new species colonising in new areas. Green infrastructure can be used as a functioning carbon sink and can have an important cooling effect, which can help to mitigate some of the impacts of climate change.

- 6.17. Flooding and flood risk issues are a major consideration for development within certain areas of the Borough. The planning system needs to work to prevent further unsustainable types of development on areas at risk of flooding and use the information contained in the Strategic Flood Risk Assessment (SFRA) to assess the suitability of proposed development site and apply the sequential test to new development. This is a particularly important issue given the emphasis on regeneration of both sides of the River Tees.
- 6.18. Climatic changes such as increasing temperature extremes will have an impact on the built environment within the Borough, and its historic components. It is important that the adaptations required to deal with these rising temperatures are considered.

### **Protection of the Natural Environment**

- 6.19. There are a number of sites within the Borough that are given protection for their physical interest and wildlife populations, including the internationally important Teesmouth and Cleveland Coast SPA and Ramsar site and the Saltholme International Nature Reserve, Sites of Special Scientific Interest, Local Nature Reserves and Local Wildlife / Geological sites. The growth of the Borough and the expansion of developments, such as Durham Tees Valley Airport, has the potential to increase pressure on these sites through, for example, land take, increased visitor numbers and air pollution. A key sustainability issue is the need to protect and enhance these sites.
- 6.20. Focusing development on the urban areas of the Borough will allow continued protection and enhancement of the important sites. It will also assist in the protection and conservation of the varied rural landscape character of the Borough.
- 6.21. The Borough's wildlife sites will also need to reflect the objectives of the Tees Valley Biodiversity Action Plan. Brownfield land can also contain important wildlife habitats as well as habitats for fauna and flora. Policies should consider opportunities for protecting or enhancing biodiversity.
- 6.22. The Local Plan will also recognise the importance of the green infrastructure network in providing for biodiversity, recreation, health and well-being and landscape quality, among other things. The Borough's green infrastructure will be maintained and enhanced.

### **Protection of the Built Environment and Heritage Assets**

- 6.23. Future development needs to ensure the protection of the historic environment in the Borough. Guidance, such as within the NPPF and from English Heritage, emphasises the need to protect historic environments. There are two grade I or II\* listed buildings in Stockton that are featured on the English Heritage Buildings at Risk Register 2010 and 20 grade II listed buildings within the Authority that are considered to be at some degree of risk. Statutory designations, such as Conservation Areas and Scheduled Monuments also need to be protected and policies should reflect these aims.

- 6.24. The built environment makes a key contribution to the sustainable communities agenda advocated by the Government. Design policies developed through the Local Plan will be crucial to realising a better quality of built environment.
- 6.25. The prudent use of existing built fabric as a means of reducing construction waste, and reducing energy consumed in materials manufacture, transportation and construction is also a consideration.

### **Scoping Report (addendum)- Key Sustainability Issues**

- 6.26. The Scoping Report addendum identified that the above sustainability indicators were equally relevant to the Gypsy, Traveller and Travelling Showpeople Site Allocations LDD. However, it was also identified that there were a further three key sustainability issues of specific relevance to the LDD:

#### **Insufficient Accommodation**

- 6.27. Baseline information has identified a need for permanent residential accommodation within the Borough and it is important for the LDD to identify sufficient pitches to meet this identified need. The allocated sites should be of an acceptable size and have potential to be designed to adequately meet the needs of residents.

#### **Poor Levels of Health, Education and Employment**

- 6.28. Low educational achievement is a significant issue for the Gypsy and Traveller community and can contribute further to restricted access to health services and employment. The TVGTAA has found that school attendance is greater amongst children on owner-occupied sites and at its worst amongst children on unauthorised encampments. The provision of suitable permanent pitches within the Borough is key to improving education levels and access to health care.
- 6.29. There is also a need to carefully consider the location of the proposed allocations to ensure that the sites are sustainable and that services and facilities, in particular those relating to health and education, are easily accessible by modes of transport other than private vehicle. It is also necessary to ensure that the location of the sites does not have potential to further increase health issues through being located in unacceptably close proximity to incompatible uses, which could lead to high levels of noise, light or air pollution.

#### **Community Integration**

- 6.30. The cultural differences between Traveller and settled communities has sometimes resulted in tensions between the two groups and it is important that allocated sites are located and designed to take into account the needs and legitimate concerns of both communities, in order to ensure compatibility with the local environment and to encourage community integration.

## **7. Comments Received from Scoping Report Consultation**

- 7.1. Comments received to the consultation on the SA Scoping Report have been incorporated into the SA where appropriate. Natural England recommended that the SA's environmental objectives should reflect the Government's objectives for the natural environment as set out in the white paper 'The Natural Choice: securing the value of nature' and be identified within Appendix 1 to ensure the LDD contributes to the delivery of its objectives. The SA objectives are derived from the sustainability objectives contained within 'Sustaine', the Integrated Regional Framework for the North East. The white paper has been included within Appendix 1 and will be used to inform the SA.
- 7.2. Comments were received from Environment Agency and English Heritage but they did not require amendments to the SA. Comments supporting the content of the Scoping Report were received from the Homes and Communities Agency and Tees Archaeology.

## **8. Evolution of Key Sustainability Issues without the Gypsy, Traveller and Travelling Showpeople Site Allocations LDD**

8.1. The LDD will make provision for the accommodation of Gypsies, Travellers and Travelling Showpeople within Stockton-on-Tees through the allocation of sites and will also set out policies and proposals relevant to the sites including detailed requirements for their development. The number of pitches to be allocated will be based on an identified need within the Borough. Without the Gypsy, Traveller and Travelling Showpeople Site Allocations LDD the identified need within the Borough would not be met which could potentially lead to two scenarios:

- Increase in the number of unauthorised encampments
- Pressure to approve windfall sites which could be in less sustainable locations

## 9. Compatibility of Sustainability Objectives

- 9.1. Government advice recommends that the Sustainability Objectives are tested against each other for compatibility. This will help identify any tensions and conflicts surrounding what the Sustainability Objectives are trying to achieve, although it must be pointed out that some conflicts may not be able to be resolved fully.
- 9.2. Although conflict may exist, there is no reason to remove or alter the Sustainability Objective; the objective of the exercise is to allow subsequent decisions to be well informed and aware of such conflicts. The priority is to achieve a 'win-win' situation, so that all of the objectives can be achieved. However, this may not always be possible and choices will have to be made.
- 9.3. In making choices where conflict occurs, the government advises that the LPA should reach a decision on priorities; hence it may be reasonable to give a ranking to objectives, whilst ensuring this exercise still meets the requirements of the SEA.
- 9.4. The result of the compatibility test can be viewed in Figure 2. The compatibility test involved the use of a set of impact symbols to illustrate the likely impact on other objectives. As the results in Figure 1 indicate, in nearly all cases there is some degree of compatibility or neutrality between objectives. It was suggested that there was one case of incompatibility, which is discussed below.
- 9.5. It was identified that it is likely the relationship between SA Objective 2, adapting to and mitigating against climate change, and SA Objective 1, strengthening the Stockton Borough economy, is one of incompatibility. An increase in economic activity has the potential to result in increased traffic and air pollution. However, this can be minimised by ensuring that the majority of economic activity is focused upon the urban area, with good public transport links.

**Figure 2 – Compatibility of Sustainability Objectives**

|      |        |        |        |        |        |        |        |     |     |  |
|------|--------|--------|--------|--------|--------|--------|--------|-----|-----|--|
| SA2  | X      |        |        |        |        |        |        |     |     |  |
| SA3  | ✓<br>~ | ✓      |        |        |        |        |        |     |     |  |
| SA4  | ✓      | ✓      | ✓<br>~ |        |        |        |        |     |     |  |
| SA5  | ✓      | ✓<br>~ | ☹      | ✓      |        |        |        |     |     |  |
| SA6  | ✓<br>~ | ✓<br>~ | ☹      | ✓<br>~ | ✓<br>~ |        |        |     |     |  |
| SA7  | ✓<br>~ | ✓      | ✓      | ✓<br>~ | ☹      | ✓<br>~ |        |     |     |  |
| SA8  | ✓<br>~ | ✓      | ✓      | ✓<br>~ | ✓<br>~ | ✓      | ✓<br>~ |     |     |  |
| SA9  | ✓<br>~ | ✓      | ✓      | ✓<br>~ | ☹      | ☹      | ✓<br>~ | ✓   |     |  |
| SA10 | ✓<br>~ | ☹      | ✓<br>~ | ☹      | ☹      | ☹      | ✓<br>~ | ✓   | ☹   |  |
|      | SA1    | SA2    | SA3    | SA4    | SA5    | SA6    | SA7    | SA8 | SA9 |  |

| Key    |                               |
|--------|-------------------------------|
| ✓      | Compatible                    |
| ✓<br>~ | Some/indirect compatibility   |
| x      | Incompatible                  |
| x<br>~ | Some/indirect incompatibility |
| ☹      | No relationship               |

|      | Sustainability Objectives  |
|------|--|
| SA1  | Strengthening the Stockton Borough economy.                                  |
| SA2  | Adapting to and mitigating against climate change.                           |
| SA3  | Living within environmental limits.  |
| SA4  | Developing a more sustainable employment market.                             |
| SA5  | Establishing a strong learning and skills base.                              |
| SA6  | Improving health and well-being while reducing inequalities in health.       |
| SA7  | Safeguarding and enhancing Stockton Borough's environmental infrastructure.  |
| SA8  | Building sustainable communities in the Stockton Borough.                    |
| SA9  | Developing sustainable transport and communication.                          |
| SA10 | Promoting, enhancing and respecting Stockton Borough's culture and heritage. |



## 10. Compatibility of the Sustainability Objectives and the Gypsy, Traveller and Travelling Showpeople Site Allocations LDD

10.1. Following the compatibility test of the Sustainability Objectives, the next step was to test the Gypsy, Traveller and Travelling Showpeople Site Allocations LDD Objectives against the Sustainability Objectives. The results of the test are indicated in Figure 3.

10.2. There are three key objectives for the Gypsies, Travellers and Travelling Showpeople LDD that are distinct from the Sustainability Objectives and which aim to give clarity on the intended outcomes of the LDD policies. These are as follows:

A – To allocate sufficient land to provide residential pitches that will meet the identified accommodation need for Gypsies and Travellers within the Borough.

B – To identify sustainable sites to increase access to health, education and other services for Gypsies and Travellers.

C – To deliver well designed sites that are safe and attractive places to live and that respect the residential amenities of the settled communities.

**Figure 3 – Compatibility of Sustainability and LDD Objectives**

| LDD Objectives | Sustainability Objectives |   |   |   |   |   |   |   |   |    |
|----------------|---------------------------|---|---|---|---|---|---|---|---|----|
|                | 1                         | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| A              | -                         | - | ? | - | ✓ | ✓ | ? | ✓ | - | ?  |
| B              | -                         | ✓ | ✓ | - | ✓ | ✓ | ? | ✓ | ✓ | ?  |
| C              | -                         | - | - | - | - | ✓ | ✓ | ✓ | - | ✓  |

| Key |   |
|-----|---|
| ✓   | Likely to be compatible                   |
| X   | Likely to be a conflict                   |
| ?   | Possibility for conflict or compatibility |
| -   | No strong relationship                    |

10.3. In most cases the objectives were compatible or there was a neutral impact. However, there were a number of instances where there was an identified possibility for conflict or compatibility; this is owing to the fact that at this stage the preferred site has not been identified and there are a number of options. Therefore any potential conflict or compatibility is unknown. The Sustainability Appraisal process will consider the impact of individual sites against the SA Objectives to fully consider their conflict or compatibility.

## 11. Sustainability Appraisal of the Gypsy, Traveller and Travelling Showpeople Site Allocations LDD

11.1. The next step of the process is to undertake an appraisal of the development site options put forward in the Gypsy, Traveller and Travelling Showpeople Site Allocations LDD. The relationship between each SA Objective and the site options was assessed using the criteria in Figure 4 and entered into a set of matrices. A number of symbols have been used to indicate the potential impact of developing each site. A full listing of the appraisals is provided within Appendix 4.

**Figure 4 - Assessment Criteria of the Sustainability Objectives.**

| SA Objectives   | Assessment Criteria : “Will the policy ...”  |
|---|--|
| SA1: Strengthening the Stockton Borough economy                                 | provide opportunities for new business to locate in the Borough?   |
|   | encourage the expansion of existing businesses?  |
|   | protect the vitality and viability of the town centre or other retail centres?                                   |
|   | promote growth in the Borough?   |
| SA2: Adapting to and mitigating against climate change                          | reduce travel distances?   |
|   | promote alternatives to car travel?  |
|   | reduce greenhouse gas emissions?   |
|   | encourage renewable energy generation?   |
|   | include climate change adaptation measures?  |
| SA3: Living within environmental limits   | minimise flood risk?   |
|   | reduce travel distances and/or promote alternatives to car travel?   |
|   | reduce the amount of waste going to landfill?  |
|   | prioritise development on previously developed land?   |
| SA4: Developing a more sustainable employment market                            | encourage renewable energy generation?   |
|   | provide opportunity for new business to locate in the Borough or allow for the expansion of existing businesses? |
|   | promote growth in the Borough?   |
|   | improve access to employment areas?  |
| SA5: Establishing a strong learning and skills base                             | increase school places?  |
|   | provide training opportunities?  |
|   | improve access to education facilities?  |
| SA6: Improving health and well-being while reducing inequalities in health      | increase opportunities for healthy pursuits?   |
|   | improve access to health facilities?   |
|   | provide or improve health facilities?  |
|   | support healthy lifestyles?  |
| SA7: Safeguarding and enhancing Stockton Borough’s environmental infrastructure | maintain and enhance habitats?   |
|   | protect national and local designations?   |
|   | improve air or water quality?  |
|   | improve the quantity or quality of open spaces?  |
|   | lead to the remediation of contaminated sites?   |
| SA8: Building sustainable communities in the Stockton Borough                   | protect and/or enhance the landscape of the Borough?   |
|   | contribute to an appropriate mix of housing for the Borough?   |
|   | deliver development in sustainable locations?  |
|   | increase access to services/facilities for existing neighbourhoods?  |
|   | reduce crime and improve safety?   |
| SA9: Developing sustainable transport and communication                         | protect or enhance neighbourhoods?   |
|   | promote the use of alternatives to car travel?   |
|   | reduce travel distances?   |
| SA10: Promoting,  | enhance transport connections?   |
|   | enhance the image of the Borough and/or promote tourism?   |

|  |   |
|--|---|
| enhancing and respecting Stockton Borough's culture and heritage | protect heritage assets?                    |
|  | protect and enhance the conservation areas? |
|  | promote cultural activities?                |

11.2. Figure 5 below provides an overview of the appraisal findings:

**Figure 5 – Summary of Appraisals for site options**

| Key |   |    |                                    |
|-----|---|----|------------------------------------|
| ✓✓  | Potential for significant compatibility | XX | Potential for significant conflict |
| ✓   | Potential for some compatibility        | X  | Potential for some conflict        |
| O   | Neutral                                 | -  | No significant relationship        |
| ?   | Uncertain Impact                        |    |                                    |

| Site  | Sustainability Objectives |                     |                           |                                    |                             |                          |                                   |                              |                                |                            | Relative sustainability |
|---|---------------------------|---------------------|---------------------------|------------------------------------|-----------------------------|--------------------------|-----------------------------------|------------------------------|--------------------------------|----------------------------|-------------------------|
|   | SA1- Economy              | SA2- Climate Change | SA3- Environmental Limits | SA4- Sustainable employment market | SA5- Learning & skills base | SA6- Health & well-being | SA7- Environmental infrastructure | SA8- Sustainable communities | SA9- Transport & communication | SA10- Culture and heritage |                         |
| Land to the rear of Roddmere, Yarm Back Lane, Stockton        | -                         | X/?                 | X/X?                      | -                                  | -                           | O                        | O                                 | ✓/✓?                         | XX/?                           | -                          | Least                   |
| Land on Frederick Street, Stockton                            | -                         | ✓✓                  | ✓                         | -                                  | -                           | O                        | X                                 | ✓✓                           | ✓✓                             | -                          | Most                    |
| Land between Bowesfield Crescent and the River Tees, Stockton | -                         | ✓                   | O                         | -                                  | -                           | X                        | X                                 | ✓                            | ✓                              | -                          | Average                 |
| Land on Mill Lane, Billingham                                 | -                         | ✓                   | O                         | -                                  | -                           | O                        | X                                 | ✓                            | ✓                              | -                          | Average                 |
| Land on Eltham Crescent, Thornaby                             | -                         | ✓✓                  | ✓                         | -                                  | -                           | O                        | X                                 | ✓✓                           | ✓                              | -                          | Most                    |
| Land between the River Tees and Thornaby Road, Thornaby       | -                         | ✓✓                  | ✓                         | -                                  | -                           | O                        | X                                 | ✓✓                           | ✓                              | -                          | Most                    |
| Land on Manor Walk and Manor Drive, Stillington               | -                         | ✓                   | O                         | -                                  | -                           | O                        | XX                                | O                            | O                              | -                          | Least                   |
| Land at Glaisdale Road, Yarm                                  | -                         | O                   | X                         | -                                  | -                           | O                        | X                                 | O                            | O                              | -                          | Least                   |
| Land on Leven Street, Haverton Hill                           | -                         | O                   | X                         | -                                  | -                           | X                        | ✓                                 | X                            | X                              | -                          | Least                   |
| Land on Hope Street, Haverton Hill                            | -                         | O                   | X                         | -                                  | -                           | X                        | ✓                                 | X                            | X                              | -                          | Least                   |

11.3. At this stage it is the principal of the allocation being considered and not specific proposals. This means that the predicted effects of the development of each site are likely to be similar and it is primarily the location of the site that makes the predicted impacts differ. The SA is looking at the impact of development in principle at each site, rather than the effects of a specific proposal.

### **Land to the rear of Roddmere, Yarm Back Lane, Stockton**

- 11.4. The Roddmere site on Yarm Back Lane has the potential to meet the entire identified need. Whilst the site is currently located some distance from the built-up area the sustainability of the site could be greatly increased should the housing allocation to the east of Yarm Back Lane, as proposed in the Regeneration and Environment LDD, come forward. To improve the sustainability of the site it will be necessary to improve linkages to the Yarm Back Lane housing allocation. It is proposed that the housing allocation at Yarm Back Lane will, through its design, improve linkages to the existing residential area and local facilities.
- 11.5. The site is located within an area identified as having low landscape capacity and development of the site would need to be carefully considered and designed. In addition the site is close to a small watercourse and it would be necessary to further consider the impact upon biodiversity.

### **Land on Frederick Street, Stockton**

- 11.6. The site is potentially capable of accommodating a large proportion of the identified need. Being located in close proximity to Stockton Town Centre the site has good access to services and facilities and is located within walking distance of the Core Bus route and Stockton railway station. The site, if developed, would result in the loss of urban open space thus reducing the quantity of open space in the area for existing and future residents.

### **Land between Bowesfield Crescent and the River Tees, Stockton**

- 11.7. This site has the potential to meet the entire identified need. The site is located adjacent to the existing built-up area having reasonable access to local services and facilities and is located within close proximity to the Core Bus route. The site, if developed, would result in the loss of urban open space thus reducing the quantity of open space in the area for existing and future residents.
- 11.8. The site is located within the green wedge and an area identified as having low landscape capacity; development of the site would need to be carefully considered and designed. In addition the site is adjacent to the A66 and further consideration of associated noise issues would be required if the site was considered appropriate to be taken forward.

### **Land at Mill Lane, Billingham**

- 11.9. The Mill Lane site is able to accommodate a large proportion of the identified need. The site is located within the existing built-up area having reasonable access to local services and facilities and is located within 400m of the Core Bus route.
- 11.10. The site, if developed, would result in the loss of urban open space thus reducing the quantity of open space in the area for existing and future residents.

### **Land on Eltham Crescent, Thornaby**

11.11. Owing to the size of the site it is only capable of accommodating a small number of pitches. The site is located within the existing built-up area having good access to local services and facilities and is located within walking distance of the Core Bus route. The site, if developed, would result in the loss of urban open space thus reducing the quantity of open space in the area for existing and future residents.

### **Land between the River Tees and Thornaby Road, Thornaby**

11.12. The site has the potential to accommodate a modest number of pitches. The site is located adjacent to the existing built-up area having good access to local services and facilities and is located within walking distance of the Core Bus route. The site, if developed, would result in the loss of urban open space thus reducing the quantity of open space in the area for existing and future residents.

11.13. The site is located within the green wedge and an area identified as having medium landscape capacity; development of the site would need to be carefully considered and designed.

### **Land on Manor Walk and Manor Drive, Stillington**

11.14. The Manor Walk site is located within Stillington and is potentially capable of accommodating the entire identified need. The site has access to those services and facilities located within the village (village shop, primary school and general practitioner). Stillington also has an industrial estate located to the north of the village. The village is not located on the Core Bus route.

11.15. The site is located within an area identified as having low landscape capacity and development of the site would need to be carefully considered and designed; this could lead to a reduction in the potential for the site to accommodate the entire identified need. The site, if developed, would result in the loss of urban open space thus reducing the quantity of open space in the area for existing and future residents.

### **Land at Glaisdale Road, Yarm**

11.16. The site is potentially capable of accommodating a large proportion of the identified need. The site is located within the existing built-up area having access to some local services and facilities. However, the site is not located on the Core Bus route. The site, if developed, would result in the loss of urban open space thus reducing the quantity of open space in the area for existing and future residents.

### **Land on Leven Street, Haverton Hill**

11.17. Owing to the size of the site it is only capable of accommodating a small number of pitches. The site is located adjacent within an area with industrial uses or identified for those purposes. The sites have limited access to local services and facilities and are not located on the Core Bus Route.

### **Land on Hope Street, Haverton Hill**

11.18. Owing to the size of the site it is only capable of accommodating a small number of pitches. The site is located adjacent within an area with industrial uses or identified for those purposes. The sites have limited access to local services and facilities and are not located on the Core Bus Route.

## 12. Themes from the Appraisal

12.1. The following key themes emerged from the appraisal of the site options for the Gypsy, Traveller and Travelling Showpeople Site Allocations LDD:

- The main objective of the Gypsy, Traveller and Travelling Showpeople Site Allocations LDD is to provide sites for an identified need. Given the scale of need, it has been considered that there is no significant relationship between the allocation of sites and the Objective relating to the economy.
- Other instances where no significant relationship has been found between the sites and the Objectives is those relating to 'developing a more sustainable employment market' and 'establishing a strong learning and skills base'. This is because the allocation of a site to fulfil the identified need will not be large scale and will not allocate land for employment or educational purposes.
- Where development has been on urban open space or within an area identified as having a lower landscape capacity conflict with SA7 'Safeguarding and enhancing Stockton Borough's environmental infrastructure'. This will be considered further should the sites be taken forward for further consideration.
- Site options with good access to a number of local facilities and good public transport links has resulted in an increased compatibility with a number of Sustainability Objectives. Conversely those site options that do not have access to local facilities or good public transport links have been identified as being in conflict with a number of Sustainability Objectives.
- No significant relationship has been found between the site options and the Objective relating to the Boroughs culture and heritage.

12.2. The appraisal of sites has identified that there is a significant amount of variability between the sustainability of sites with a number of sites having conflicts against SA Objectives. Notably a number of sites have significant incompatibility against SA7 'Safeguarding and enhancing Stockton Borough's environmental infrastructure'. There is potential for some of these conflicts to be overcome through mitigation and the options within the Gypsy, Traveller and Travelling Showpeople Site Allocations LDD will continue to be monitored through the SA process.

12.3. It is suggested that the following sites identified within Figure 5 as being the 'least sustainable' (relative to sites considered) are not taken forward for consideration as potential options for preferred sites:

- Land on Manor Walk and Manor Drive, Stillington
- Land at Glaisdale Road, Yarm
- Land on Leven Street, Haverton Hill
- Land on Hope Street, Haverton Hill

12.4. These sites perform poorly in comparison to other sites against SA Objectives SA3 'Environmental Limits', SA8 'Sustainable communities' and SA9 'Transport & communication' principally because of poor access to services and facilities leading

to a reliance on the private car. It is not possible for the delivery of these sites to mitigate against these SA Objectives. For this reason and the number of alternative sites still being considered it is suggested that these sites are not taken forward for consideration as preferred sites.

- 12.5. The remaining site considered to be the 'least sustainable' (relative to sites considered) within Figure 5 is 'Land to the rear of Roddmere, Yarm Back Lane, Stockton'. It is suggested that this site continues to be considered as a potential option for preferred site(s) because there is potential for the sustainability of the site to be increased through the delivery of the proposed Yarm Back Lane housing allocation.



## 13. Mitigation

13.1. The site options that have been put forward for consideration prior to the selection of a preferred site(s) have all been assessed for their compatibility against the Sustainability Objectives. It is recommended that those sites with the potential for significant conflicts with the Sustainability Objectives are not taken forward for allocation unless these conflicts can be overcome. The following measures are suggested as possible ways of mitigating potential conflicts outlined in the appraisal of options:

- **Pedestrian access**- where a site has limited pedestrian access to local services and facilities the development should seek to provide links to the existing pedestrian network where possible. This could include the provision of street lighting to aid pedestrian access.
- **Landscape impact**- a number of sites have been identified as being in areas of lower landscape capacity. Where this is the case the design and layout of the development should seek to minimise any negative impacts.
- **Flood zones**- the site options presented have in instances been located within flood zones 2 and 3. However, the developable area presented has sought to avoid these areas. Any options developed for sites to be taken forward should continue to avoid land identified as within flood zones 2 and 3.
- **Access to urban open space**- the vast majority of sites options presented are located on urban open space. The Open Space, Recreation and Landscaping SPD identifies that no land is surplus to requirements and sets out that where provision is well above the minimum standard for a particular type of space, land should be considered for providing a different type of open space where the standard is not yet met rather than being developed for alternative uses. This is referred to as the 'cascade approach'. Whilst it might be necessary to develop urban open space to meet the identified need this should where possible seek to avoid those parts of the site which are most valuable. Where possible the remaining open space should maintain its original function.
- **Biodiversity**- sites are not generally considered to be of high biodiversity value. However, where sites have biodiversity value or are adjacent to such areas the design of schemes can assist in protecting and enhancing biodiversity by avoiding the most important areas or providing compensatory provision.

13.2. This is not an exhaustive list of mitigation measures and each site will have its own individual measures.

## 14. Implementation and Monitoring

- 14.1. The SEA Directive requires that the significant environmental effects of a plan or programme be monitored and that the Environmental Report should include a description of measures 'envisaged' for monitoring the implementation of the plan. The Planning and Compulsory Purchase Act 2004 requires the Local Authority to prepare an Annual Monitoring Report (AMR), which should set out the extent to which the policies and objectives of the LDDs and SPDs making up the former LDF are being achieved. Many of the impacts monitored as part of the Regeneration and Environment LDDD will be included in the AMR.
- 14.2. The process of monitoring is important to identify whether the Regeneration and Environment LDD is having any adverse effects on the environment, local communities and the economy of the Borough. In addition to identifying the effects of the LDD following its implementation, monitoring is also important for obtaining data to update the baseline information of the Borough and to test the accuracy of predictions.
- 14.3. Monitoring will include the use of indicators and targets as a measure of how the baseline has changed. The indicators used to monitor the significant environmental effects that have been identified through the SA process are linked to the Sustainability Objectives. Where possible existing indicator sources have been used. These indicators are identified in Appendix 3, along with data relating to the baseline situation.

## Appendix 1 – SA Stages and Tasks

### DPD Stage 1: Pre-production – Evidence Gathering

#### SA stages and tasks

Stage A: Setting the context and objectives, establishing the baseline and deciding on the scope

**A1:** Identifying other relevant policies, plans and programmes and sustainability objectives.

**A2:** Collecting baseline information.

**A3:** Identifying sustainability issues and problems.

**A4:** Developing the SA Framework.

**A5:** Consulting on the scope of the SA.

### DPD Stage 2: Production

#### SA stages and tasks

Stage B: Developing and refining options and assessing effects

**B1:** Testing the DPD objectives against the SA Framework.

**B2:** Developing the DPD options.

**B3:** Predicting the effect of the DPD.

**B4:** Evaluating the effects of the DPD.

**B5:** Considering ways of mitigating adverse effects and maximising beneficial effects.

**B6:** Proposing measures to monitor the significant effects of implementing the DPDs.

**Stage C: Preparing the Sustainability Appraisal Report.**

**C1:** Preparing the SA Report.

**Stage D: Consulting on the preferred options of the DPD and SA Report.**

**D1:** Public participation on the preferred options of the DPD and the SA Report.

**D2 (i):** Appraising significant changes resulting from representations.

### DPD Stage 3: Examination

#### SA stages and tasks

Stage B: Developing and refining options and assessing effects

**D2(ii):** Appraising significant changes resulting from representations.

### DPD Stage 4: Adoption and Monitoring

#### SA stages and tasks

**D3:** Making decisions and providing information.

Stage E: Monitoring the significant effects of implementing the DPD

**E1:** Finalising aims and methods for monitoring.

**E2:** Responding to adverse effects.

Source: Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents. (ODIUM, 2005)

## Appendix 2 – Relevant Plans and Programmes

|               | <b>Title</b>  | <b>Key Aims, Themes or Objectives</b>  |
|---------------|---|--|
| International | 2002 Johannesburg Declaration on Sustainable Development, United Nations.                           | A collective reasonability was assumed to advance and strengthen the interdependent and mutually reinforcing pillars of sustainable development. Poverty eradication; changing consumption and production patterns and protecting and managing the natural resource base for economic and social development were recognised as essential requirements.  |
| International | Kyoto Protocol to the UN Framework Convention on Climatic Change, 1991/1997, United Nations         | The Kyoto Protocol was adopted at the 3rd Conference of the Parties to the UNFCCC in 1997. The protocol commits parties to reduce greenhouse gas emissions (carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons and sulphur hexafluoride) by 5% of 1990 levels by 2008-12. The UK has an agreement to reduce greenhouse gas emissions by 12.5% below 1990 levels by 2008-2012 and a national goal to a 20% reduction in carbon dioxide emissions below 1990 levels by 2010.   |
| International | Conservation of Wild Birds 79/409/EEC   | This European Council Directive covers the conservation and management of wild birds in Europe. It sets broad objectives, leaving the mechanisms for delivery to each member state. The objectives include the identification and classification of Special Protection Areas (SPAs), the protection of wetlands of international importance, the establishment of a scheme of protection for wild birds and the maintenance of the favourable conservation status of wild bird species.  |
| International | 1979, Bern Convention on the Conservation of European Wildlife and Natural Habitats, United Nations | The Bern Convention was adopted in September 1979 and aims to ensure the conservation of European wildlife and natural habitats through cooperation between states. Signatory states should promote policy to ensure the conservation of wild flora, fauna and natural habitats. Integrate conservation into planning, development and environmental policies and encourage education on and the spread of information about the importance of conserving wild flora, fauna and their habitats.  |
| International | 1971, Ramsar Convention on Wetlands of International Importance                                     | The convention aims to promote the conservation and wise use of wetlands, particularly as a habitat for waterfowl, through international cooperation. A key element of the convention is the List of Wetlands of International Importance. The list contains 1675 sites covering 151 million hectares, which are offered special protection as Ramsar Sites. Sites are selected to this list based on their importance in terms of ecology, botany, zoology, limnology or hydrology and particularly their significance as a bird habitat. Study of fresh water bodies in terms of plant and animal biology and chemistry and physical properties. |
| International | 1979, Bonn Convention on Conservation of Migratory Species  | The Convention aims to conserve terrestrial, marine and avian migratory species throughout their range. As a Conservation of Migratory Species (CMS) Party, the UK should provide immediate protection, to species identified as endangered. It should also aim to conclude agreements for the conservation and management of species identified by the convention. The importance of research into migratory species is also highlighted as a fundamental principle for CMS Parties. The  |

|               | <b>Title</b>   | <b>Key Aims, Themes or Objectives</b>  |
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|               |  | Convention lists species that it classes as endangered or classes as having unfavourable conservation status, based on reliable evidence.  |
| International | 1980, Groundwater Directive, EEC, 80/68/EEC  | The Directive prohibits direct or indirect discharge into groundwater of List I substances and limits discharges of List II substances so as to avoid pollution. The Directive is implemented by the Groundwater Regulation 1998 and Regulation 15 of the waste Management Licensing Regulations 1994.   |
| International | 2006, Groundwater Daughter Directive, EC, 2006/118/EC.   | <p>This Directive was adopted in December 2006 and is intended to protect groundwater against pollution and deterioration. The key provisions of the Directive include;</p> <ul style="list-style-type: none"> <li>• Criteria for assessing the chemical status of groundwater</li> <li>• The identification of significant upward trends in groundwater pollution</li> <li>• Definition of starting points for reversing upwards trends</li> <li>• Preventing and limiting indirect discharges of pollutants into groundwater.</li> </ul> <p>This Directive is the daughter Directive to the Water Framework Directive 200/60/EC.</p>   |
| International | 1992, Conservation of Natural Habitats and Wild Fauna and Flora Directive, European Commission, 92/43/EC | Promote the maintenance of biodiversity by requiring Member States to take measures to maintain or restore natural habitats and wild species at a favourable conservation status, introducing robust protection for those habitats and species of European protection.   |
| International | International Air Quality Framework Directive 96/62/EC   | <p>Directive 96/62/EC was adopted in September 1996 and sets out the European Air Quality Framework (EAQF). The directive looks at the effects of air pollution on health and the environment and looks at the sources, which are the main contributors to these effects. The main objectives of the EAQF are:</p> <ul style="list-style-type: none"> <li>• Maintain good air ambient quality and improve it in other cases</li> <li>• Communication of information on air quality to the European Community and to the public</li> <li>• Establishment of limit values for concentration of sulphur dioxide, nitrogen dioxide and particulate matter and lead in the ambient air.</li> </ul> <p>The directive and requires Member States to put systems in place whereby the quality of the ambient air is assessed, with respect to thirteen, previously unregulated air pollutants, based on common methods and criteria. The EAQF sets the timetable for the development of daughter directives on the pollutants.</p> |
| International | Water Framework Directive 2000/60/EC   | The 'Water Framework Directive' (WFD) – came into force in December 2000 and EU Member States were required to transpose the Directive into domestic law by December 2003. A framework for the protection of inland surface waters (rivers and lakes) transitional waters (estuaries), coastal waters and groundwaters. It ensures that all aquatic ecosystems, terrestrial ecosystems and wetlands meet 'good status' by 2015. To protect and improve the water environment, status objectives will be set for all water bodies. Surface water objectives will be based on ecological and   |

|               | Title  | Key Aims, Themes or Objectives  |
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|               |  | chemical status, while groundwater objectives will be based on quantitative measures and chemical status. 'Good ecological status' will allow only slight deviation from the established reference condition for any particular parameter, where reference conditions = no impact from human activities.  |
| International | Directive to promote electricity from renewable energy<br>2001/77/EC | The Directive prohibits direct or indirect discharge into groundwater of List I substances and limits discharges of List II substances so as to avoid pollution. The Directive is implemented by the Groundwater Regulation 1998 and Regulation 15 of the waste Management Licensing Regulations 1994.  |
| International | 2001, Strategic Environmental Assessment (SEA) Directive             | Establishes the requirements for assessing plans and programmes that are likely to have significant effects on the natural environment. This sustainability appraisal is required to comply with the requirements of the SEA directive.   |
| International | European Sustainable Development Strategy, EU, 2001                  | <p>The European Sustainable Development Strategy (ESDS), <i>A Sustainable Europe for a better World: A European Strategy for Sustainable Development</i> was adopted in June 2001 by the European Council at Gothenburg. It was based on an earlier Communication from the European Commission issued in May 2001. The strategy argues that achieving sustainable development in practice requires that economic growth supports social progress and respects the environment, that social policy underpins economic performance and that environmental policy is cost effective. It also emphasises that 'decoupling' environmental degradation and resource consumption from economic and social development requires a major reorientation of public and private investment towards new, environmentally friendly technologies.</p> <p>The strategy focus is on the need to:</p> <ul style="list-style-type: none"> <li>• limit climate change and increase the use of clean energy;</li> <li>• address threats to public health (e.g. hazardous chemicals, food safety);</li> <li>• combat poverty and social exclusion;</li> <li>• deal with the economic and social implications of an aging society;</li> <li>• manage natural resources more responsibly (including biodiversity and waste generation); and</li> <li>• improve the transport system and land use management.</li> </ul> |
| International | European Biodiversity Strategy, European Commission 1998             | <p>The EBS aims to anticipate, prevent and address the causes of significant reduction or loss of biodiversity at source.</p> <p>The strategy states that the scale of human impact on biodiversity has accelerated dramatically in recent decades and that, in spite of efforts by the Community and Member States to address the problem of biodiversity reduction or loss, existing measures are insufficient to reverse present trends.</p> <p>The EBS is developed around four major themes:</p> <ul style="list-style-type: none"> <li>• Conservation and sustainable use of biological diversity</li> </ul>  |

|               | Title                                    | Key Aims, Themes or Objectives  |
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|               |  | <ul style="list-style-type: none"> <li>• Sharing of benefits arising out of the utilisation of genetic resources</li> <li>• Research, identification, monitoring and exchange of information</li> <li>• Education, training and awareness</li> </ul> <p>The EBS emphasises the important role of spatial planning in the conservation and sustainable use of biodiversity.</p> <p>In addition to this strategy, several Biodiversity Action Plans (e.g. for natural resources, agriculture and fisheries) have been prepared by the European Commission.</p>  |
| International | EU Sixth Environmental Action Plan, 2001 | <p>The Sixth Environmental Action Programme (6EAP) – <i>Environment 2010: Our Future, Our Choice</i> – was published in 2002. The 6EAP effectively sets the environmental objectives and priorities that will be an integral part of the EU Sustainable Development Strategy. The programme sets out the major priorities and objectives for environmental policy over the next five to ten years and details the measures to be taken.</p> <p>The 6EAP proposes five priority avenues of strategic action to help achieve environmental objectives:</p> <ul style="list-style-type: none"> <li>• Improve the implementation of existing legislation</li> <li>• Integrating environmental concerns into other policies</li> <li>• Encouraging the market to work for the environment</li> <li>• Empowering citizens and changing behaviour</li> <li>• Greening land use planning and management decisions</li> </ul> <p>The 6EAP focuses attention on four priority areas for action:</p> <ul style="list-style-type: none"> <li>• Tackling climate change</li> <li>• Nature and biodiversity – protecting a unique resource</li> <li>• Environment and health</li> <li>• Sustainable use of natural resources and management of wastes.</li> </ul> |
| International | European Landscape Convention 2007       | <p>The UK signed up to the European Landscape Convention (ELC) in 2006 and it became binding in March 2007. The aim of the ELC is to promote landscape protection, management and planning of European landscapes and to organise European co-operation on landscape issues. Measures to be undertaken include the establishment of landscape policies and the integration of landscape into regional and town planning policies.</p>   |
| International | EU Climate and Energy Package 2009.      | <p>The Package comprises of four main pieces of legislation that; strengthens the Emissions Trading System, sets binding national emissions limitation targets and binding national targets for renewable energy as well as providing a legal framework to promote the development and safe use of carbon capture technology.</p>   |

|               | <b>Title</b>   | <b>Key Aims, Themes or Objectives</b>  |
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| International | EU Covenant of Mayors  | The Covenant of Mayors is the mainstream European movement involving local and regional authorities, voluntarily committing to increase energy efficiency and use of renewable energy sources on their territories. By their commitment, Covenant signatories aim to meet and exceed the European Union 20% CO <sub>2</sub> reduction objective by 2020.   |
| National      | National Planning Policy Framework 2012  | Sets out the Government's planning policies. And provides a framework for the production of Local Plans. Includes a presumption in favour of sustainable development and requires that economic gains are sought jointly alongside social and environmental gains. The presumption in favour of sustainable development requires that assessed needs should be met unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits.  |
| National      | Planning Policy for Traveller Sites 2012                                       | Sets out the Government's policy with regards to planning for the accommodation of Gypsies and Travellers. Identifies that pitch targets for Gypsies and Travellers and plot targets for Travelling Showpeople should be set by Local Planning Authorities and requires a five year supply of deliverable sites. Policies are required to ensure that traveller sites are sustainable economically, socially and environmentally.  |
| National      | Planning Policy Statement 10: Planning for Sustainable Waste Management (2005) | Sets out the Government's policy to be taken into account by waste planning authorities and forms part of the national waste management plan for the UK. No specific targets but LDFs should consider the need to provide land for possible future waste management facilities of the right type, in the right place, at the right time. Policies should also ensure the design and layout of new development supports sustainable waste management.   |
| National      | Wildlife and Countryside Act 1981 (as amended)                                 | The Act provides protection for specifically listed wild bird, animal and plant species and provides for the notification, protection and management of SSSI's. The Act also requires authorities to maintain records for the clarification of public rights of way. The Act consolidates and amends legislation for the implementation of the Bern Convention and the European Directive on the Conservation of Wild Birds.   |
| National      | The Conservation of Habitats and Species Regulations 2010.                     | This legislation updates and consolidates all amendments to European protected species legislation since 1994. This includes the Conservation (Natural Habitats&c) Regulations 1994 (as amended) which provided for the designation and protection of European sites and the protection of European protected species. The Regulations require the designation of sites as Special Areas of Conservation (SACs) and the maintenance of records of SACs and SPAs (Natura 2000 sites). The Regulations also provide for the control of operations potentially damaging to the integrity of European sites through a requirement for an appropriate assessment. |
| National      | Countryside and Rights of Way Act 2000 (CRoW 2000)                             | The Act improves public access to the countryside and clarifies rights of way legislation. There are increased powers for the protection and management of SSSIs and strengthened protection for threatened species. The Act also includes measures for the better protection of Areas of Outstanding Natural Beauty (AONBs)   |
| National      | Natural Environment and Rural Communities Act 2006.                            | The modernisation and simplification of arrangements for the delivery of Government Policy in order to achieve a diverse natural environment and thriving rural communities. The Act led to the formation  |



|          | <b>Title</b>  | <b>Key Aims, Themes or Objectives</b>   |
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|          |   | of Natural England and the establishment of the Commission for Rural Communities.   |
| National | HM Government, "Securing the Future: delivering UK sustainable development strategy" March 2005 | <p>Sustainable developments aims to enable all people throughout the world to satisfy their basic needs and enjoy a better quality of life without compromising the quality of life of future generations:</p> <ul style="list-style-type: none"> <li>• Reduce greenhouse gas emissions to 12.5% below 1990 levels, 20% reduction in CO2 below 1990 levels by 2010 and 60% by 2050.</li> <li>• Waste - At least 25% of household waste to be recycled or composted by 2005/6 and more by 2008</li> <li>• Increase use of public transport by 12% by 2010 (from 2000)</li> <li>• Raising average energy efficiency of homes by 1/5 by 2010 (from 2000).</li> </ul>   |
| National | DECC 2009 – UK Low Carbon Transition Plan   | The plan aims to move the UK to permanent low carbon status and sets out actions needed to meet carbon reduction targets. It shows how reductions in the power sector and heavy industry; transport; homes and communities; workplaces and jobs; and farming, land and waste sectors could enable carbon budgets to 2022 to be met.   |
| National | UK Renewable Energy Strategy, DECC 2009.  | The RES sets out how the UK will meet the EU target of ensuring 15% of energy comes from renewable sources by 2020.   |
| National | Department for Transport, 2004, The Future of Transport: a network for 2030                     | <p>Extending mobility is important for social equality but comes at a cost financially, socially or environmentally. Need to balance access and mobility benefits whilst minimising the impact on others and the environment now and in the future. The underlying objective of the strategy is to balance the need to travel with the need to improve quality of life.</p> <p>Key targets in the strategy include:</p> <ul style="list-style-type: none"> <li>• enhanced road networks with more capacity, better management and use of new technology;</li> <li>• railways with improved efficiency, performance and structure;</li> <li>• enhanced local travel through more reliable bus services, use of school travel plans and improved quality of local environment; and</li> <li>• Sustainable freight transport.</li> </ul> |
| National | DETR, 2000, Government Urban White Paper: Our Towns and Cities, delivering an urban renaissance | The vision outlined in this White Paper is of Towns, cities and suburbs which offer a high quality of life and opportunity for all, not just a few. It aims for better community involvement, attractive and well-kept towns and cities which make a practical to live in an environmentally friendly way. Towns and cities should create and share prosperity.   |
| National | DETR, 2000, Rural White Paper – Our Countryside the Future: A Fair Deal for Rural England       | <p>This White Paper offers the vision which of a working and vibrant countryside which offers its thriving communities access to high quality public services while protecting its environment.</p> <p>It highlights the need to-</p> <ul style="list-style-type: none"> <li>• Increase rural affordable homes provision with a target of 3000 new affordable homes in small settlements every year</li> </ul>  |

|          | <b>Title</b>   | <b>Key Aims, Themes or Objectives</b>   |
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|          |  | <ul style="list-style-type: none"> <li>• Improve transport and rejuvenate market towns</li> <li>• Adapt traditional industries and improve tourism</li> <li>• Protect the countryside and give communities a voice.</li> </ul>  |
| National | DTI, 2003, Energy White Paper, 'Our Energy Future – Creating a Low Carbon Economy'   | The Governments energy policy, aiming to improve energy generation to meet new challenges particularly the challenge of climate change. It aims to improve the reliability, productivity and efficiency of energy supply and to cut carbon emissions by 60% by 2050 as recommended by RCEP with real progress by 2020.  |
| National | DTI, 2007, 'Meeting the Energy Challenge' A White Paper on Energy  | Sets out the Government's international and domestic energy strategy to address the long-term energy challenges and deliver energy policy Goals. <ul style="list-style-type: none"> <li>• Cut the UK's carbon emissions to 60% by 2050 with real progress by 2020;</li> <li>• Maintain the reliability of energy supplies;</li> <li>• Ensure that every home is adequately and affordable heated;</li> <li>• Save energy; and</li> <li>• Develop cleaner energy supplies.</li> </ul>                    |
| National | The Energy Act 2008.   | The Act implements the legislative elements of Energy White Paper 2007 (outlined above)   |
| National | The Climate Change Act 2008.   | The Climate Change Act gives powers to introduce measures to achieve a range of greenhouse gas reduction targets and ensures that the net UK carbon account for all six Kyoto greenhouse gases for the year 2050 is at least 80% lower than the 1990 baseline   |
| National | Environment Agency, 2001, Water Resources for the Future – a Strategy for England and Wales. Annual Review 2004                  | Recognises the importance of managing water resources and making environmental improvements. Its main strategic aims are to- <ul style="list-style-type: none"> <li>• Work toward environmental improvements;</li> <li>• Improve the reliability of water supply and enhance supply by 5 percent over the next 25 years;</li> <li>• Improve the efficiency of water use in the home;</li> <li>• agriculture, commerce and industry;</li> <li>• Fit water meters and improve leakage control.</li> </ul> |
| National | Circular 03/99. Planning Requirement in Respect of the Use of Non-Mains Sewerage Incorporating Septic Tanks in New Developments. | The Circular provides guidance on the exercising of planning controls on non-mains sewerage and associated sewage disposal aspects of new developments. The Circular is intended to prevent environmental, amenity and public health problems that may arise from the inappropriate use of non-mains sewage systems.  |
| National | DEFRA, 2000, Air Quality Strategy for England, Scotland, Wales and Northern Ireland (Volume 1)                                   | Aims to improve the long-term air quality in the UK to achieve positive benefits for public health, quality of life and the environment. The strategy sets out the main pollutants in the UK and a timetable to meet European air quality targets for the protection of public health.  |
| National | DEFRA, 2004, The First Soil Action Plan for England, 2004-   | Recognises the importance of soil as a resource and the need for its use to be carefully managed through land use planning due to the possible damage caused by development. The Plan Contains  |

|          | <b>Title</b>  | <b>Key Aims, Themes or Objectives</b>   |
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|          | 2006  | 52 actions on issues regarding soil management on farms, to soils in the planning system, soils and biodiversity, contamination of soils and the role of soils in conserving cultural heritage and landscape.   |
| National | Environment Agency, 2004, Contaminated Land Report 11 (CLR11) Model Procedures for the Management of Land Contamination.  | Provides a technical framework for dealing with land contamination, setting out a framework for risk management and providing technical detail and guidance on the process.   |
| National | The Countryside Agency and Groundwork, The Countryside In and Around Towns: a vision for connecting town and country in the pursuit of sustainable development, 2005            | <p>“The countryside in and around towns can: be made readily accessible to most people; contribute to the health, wealth and well-being of urban and rural communities; underpin more sustainable living and strengthen biodiversity in both town and country.” Obstacles to be overcome include-</p> <ul style="list-style-type: none"> <li>• fragmented land ownership</li> <li>• poorly planned development and conflicting land use</li> <li>• unofficial access causing vandalism etc</li> <li>• land in semi derelict condition awaiting redevelopment</li> </ul> |
| National | DfT, DCLG, Welsh Assembly, 2007, Manual for Streets   | Provides technical guidance for lightly trafficked residential streets, although its principles can apply to high streets, showing how the design of residential streets can be enhanced, and how street design can reinforce local distinctiveness and identity. Sustainable development is encouraged through the connectivity of streets and the recognition of the need to design for the needs of pedestrians and cyclists rather than just vehicular traffic.   |
| National | English Heritage, 2000, Power of Place  | Emphasises the importance of the historic environment in terms of economic regeneration and social perspective i.e. education, participation. Recommends 18 priorities for action.  |
| National | English Heritage, 2001, A Force for our Future  | Recognises the importance of the Historic Environment in terms of education, attractive urban areas, prosperous and sustainable countryside, economic prosperity including regeneration and tourism.  |
| National | Department of the Environment Circular 2/93 Annex D “Rights of Way and Development”.  | Protecting rights of ways and accommodating them in new developments  |
| National | Rights of Way Improvement Plans: Statutory Guidance to Local Highways Authorities in England (issued by the Department for Environment, Food and Rural Affairs, November 2002). | Provides guidance for local highway authorities on preparing, publishing and rewriting rights of way improvement plans.   |
| National | Working with the Grain of Nature – a Biodiversity Strategy for England DEFRA 2002   | The Strategy seeks to ensure biodiversity considerations become embedded in all main sectors of public policy and sets out a programme to make the changes necessary to conserve, enhance and work with the grain of nature and ecosystems rather than against them.  |

|          | <b>Title</b>   | <b>Key Aims, Themes or Objectives</b>   |
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| National | Circular (06/2005) Biodiversity and Geological Conservation – statutory obligations and their impact within the planning system, | The Circular aims to set out administrative guidance on the application of planning and nature conservation law. It includes advice on legislation covering Internationally and Nationally designated sites and other protected species and habitats and should be read in conjunction with PPS9.   |
| National | Planning for a Sustainable Future White paper (May 2007), DCLG.  | This white paper sets out the role of the planning system in meeting the targets for the reduction of emissions of greenhouse gases by: supporting the building of zero carbon homes and business premises that are low energy and produce lower carbon emissions; locating development to reduce the need to travel; making walking and cycling accessible, attractive and essential components of new developments; supporting integrated public transport.   |
| National | Meeting the energy challenge a white paper on energy (May 2007)  | The document set out the two long term energy challenges as: tackling climate change by reducing carbon dioxide emissions both within the UK and abroad; and ensuring secure clean and affordable energy as we are increasingly dependent on imported fuel.   |
| National | Heritage protection for the 21 <sup>st</sup> century (March 2007)  | The three key recommendations from this report were: to promote a new holistic approach towards the historic environment by creating a single designation regime that is simple and easy to understand; improve designation by involving the public in decisions about what is protected and how, and by making the process simpler and quicker; and support sustainable communities by putting the historic environment at the heart of an effective planning system and improve the heritage protection system by raising the profile of the historic environment, promoting a more joined-up approach, and increasing capacity at local level. |
| National | Sport England Strategy 20012-2017  | The strategy is a Youth and Community Strategy aimed at increasing the participation of 14-25 year old in sport. The Strategy proposes to achieve this aim through supporting competitive sport in schools, improving links between schools and community sports clubs, working with sports governing bodies and community and voluntary groups and investing in new and upgraded facilities.   |
| National | Flood and Water Management Act 2010.   | The aim of the Act is to improve the current regime for managing the risk of flooding and coastal erosion and to improve the sustainability of our water systems. It includes a requirement for the publication of a set of national standards for sustainable drainage systems and removes the automatic right for developments to connect to the surface water sewer system.  |
| National | The Natural Choice: securing the value of nature. DEFRA June 2011.   | This white paper sets out the Governments aims for the benefits of nature to be properly valued. In relation to protecting and enhancing the natural environment, the Government intends to establish Local Nature Partnerships to strengthen local action, create Nature Improvement Areas and provide funding for their support, reform the planning system to guide development to the best locations, encourage greener design and enable development to enhance natural networks. A Local Green Area designation and Green Infrastructure Partnerships will also be created.   |
| Regional | Integrated Regional Framework for the North East (Sustaine   | The Integrated Regional Framework for the North East (IRF) is the overarching high-level policy framework for the region. The Vision of the IRF for the North East to be a region where present and   |

|          | <b>Title</b>   | <b>Key Aims, Themes or Objectives</b>   |
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|          | 2008)  | future generations have a high quality of life. The IRF sets out 10 objectives that will enable the North East to move towards achieving its vision. The framework document sets out key indicators for each objective which include: GVA per head; domestic energy and water consumption; household waste production; employment rate; percentage of working age adults with no qualifications; life expectancy at birth; condition of SSSI's; quality of housing stock; fear of crime; access to key services by households; and listed buildings and Scheduled Ancient monuments at risk.  |
| Regional | Regional Economic Strategy (One North East, 2006)                | <p>This strategy sets out the framework for delivering the region's economic aspirations. The scheme promotes economic growth and there are 6 objectives, set under three key themes of Business, People and Place:</p> <ul style="list-style-type: none"> <li>• specialist business support for encouraging resource efficiency;</li> <li>• a strong focus on the development and deployment of low carbon technology and renewable energy within the 'Three Pillars' work;</li> <li>• a strong focus on the delivery of the Energy White Paper 2003;</li> <li>• improve access to employment;</li> <li>• raise economic participation in deprived Communities;</li> <li>• promote equality and diversity.</li> <li>• ensure the incorporation of sustainable development principles and best practice in the planning, management and design processes of regeneration schemes;</li> <li>• concentrate on demand management and energy usage in transport schemes; and</li> <li>• promote, enhance and protect our natural, heritage and cultural assets.</li> </ul> <p>Key targets and indicators include:</p> <ul style="list-style-type: none"> <li>• increase productivity levels of existing and new businesses from 87% to 91- 92% of the national average;</li> <li>• increase employment rate from 68.5% to 73%;</li> <li>• create between 61,000 and 73,000 net new jobs; and</li> <li>• create between 18,500 and 22,000 new business.</li> </ul> |
| Regional | North East Renewable Energy Strategy (North East Assembly, 2005) | <p>The objectives of the strategy include to:</p> <ul style="list-style-type: none"> <li>• adopt and positively strive to achieve Government's targets and aspirations for renewable energy; and</li> <li>• pioneer the development of heat only renewable energy, particularly using biomass, and continue to encourage growth in the use of solar technologies.</li> </ul> <p>Key targets and indicators:</p> <ul style="list-style-type: none"> <li>• The strategy sets the target to achieve the Government's targets and aspirations for renewable energy, namely 10% of regional consumption by 2010 and 20% by 2020.</li> <li>• The strategy target for the Tees Valley area by 2010 is to have 138megawatts of renewable</li> </ul>   |

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|          |  | electricity capacity installed.   |
| Regional | English Heritage, 2010, Heritage Counts – The State of the North East's Historic Environment | <p>The report identifies the current trends and challenges affecting the North East in particular. This document should be read in conjunction with the national Heritage Counts report. The report provides data on the Regions historic environment, for instance: Stockton has 8 Scheduled Ancient Monuments, 470 listed buildings, 2 Historic Parks and Gardens and 11 conservation areas. Regionally, 3% of the total national listed buildings are in the North East.</p> <p>The North East has 6 of the country's registered battlefields, 2 World Heritage Sites, 1383 Scheduled Monuments, 12,263 listed buildings and 53 registered historic parks and gardens. The region also has 296 conservation areas, 2 areas of outstanding natural beauty, comprising approximately 17% of the land cover of the region and 146.4 km of heritage coast.</p> |
| Regional | Quality Places for a Dynamic Region: North East  | <p>The strategy sets out a number of housing strategy performance indicators which include, inter alia:</p> <ul style="list-style-type: none"> <li>• total number of long-term vacant dwellings within the region;</li> <li>• number of districts in the region with bottom quartile average house prices;</li> <li>• total number of affordable units developed as a proportion of all housing stock.</li> <li>• percent of social housing reaching the 'Decent Homes' standard; and</li> <li>• total number of housing units supplied to meet the priority needs of particular excluded groups.</li> </ul>  |
| Regional | North East Strategy for the Environment , 2008   | <p>Aims to promote an understanding that economic and social activity must take place within environmental limits and be based on sustainable principles. Its four themes are:</p> <ul style="list-style-type: none"> <li>• Sustainable communities, environmental and cultural assets contribute toward better places to live and work;</li> <li>• Making the best use of resources;</li> <li>• Safe guarding environmental infrastructure;</li> <li>• Meeting environmental objectives while delivering social and economic benefits.</li> </ul>  |
| Regional | North East Climate Change Action Plan (Sustaine 2008)  | The plan explains the climate change challenges for the North East and sets out both strategic and individual actions that can help the region meet the identified challenges.  |
| Regional | North East Climate Change Adaptation Study (Sustaine 2008)                                   | The adaptation study is an assessment of the potential impacts of projected climate change upon the North East Region. It identifies key adaptation strategies for the region and identifies key responsibilities for the main stakeholders. The study identifies that the key responsibilities for local authorities are the inspection monitoring and maintenance of assets, the physical adaptation of buildings and infrastructure, resource planning and management and the long term influence of the planning system.  |
| Regional | Countryside Character Vol1: North East Region  | Mapping of landscape, wildlife and natural features to divide England into National Character Areas.  |
| Regional | North East Regional Facilities Strategy 2008, Sport England.                                 | The strategy is an assessment of sports facilities within the north east region and is intended to provide a tool for improving the quantity and quality of sports pitches within the north east. It  |

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|              |  | identifies a need for more synthetic turf pitches, the refurbishment of existing stock and increased access to facilities in school grounds.  |
| Regional     | Northumbria River Basin Management Plan (Environment Agency 2009)  | Identifies the pressure on the water environment of the Northumbria River Basin and sets out actions to be taken to address these pressures. Identified actions for Local Authorities include promoting the wide scale use of sustainable drainage systems and taking into account the objectives of the plan within Local Development Documents.   |
| Regional     | North Yorkshire Historic Landscape Characterisation (English Heritage, North Yorkshire County Council, Tees Archaeology, 2010) | The study seeks to identify and interpret the historic development of today's landscape. It places an emphasis on the contribution that past historic processes make to the character of the landscape as a whole, not just selected 'special sites' and can contribute to a wider landscape assessment. This will help to guide decisions on its future change and management and will be used to ensure that the landscape evolves in a way that leaves it as rich and diverse in the future.   |
| Sub-Regional | River Tees Catchment Flood Management Plan (Environment Agency 2009)   | Considers the future scale and extent of flood in the Tees Valley and sets policies for managing flood risk within the River Tees catchment area. Policies include taking further action to reduce risk in areas of moderate to high flood risk.  |
| Sub-Regional | Tees Valley Joint Strategy Unit, 2001, Tees Valley Vision  | Vision for major investment and regeneration. The 3 key themes include the creation of sustainable jobs, attractive places and confident communities. Vision aims that indices of employment, education, standard of living, life expectancy and deprivation meet the national average by 2020 through major investment.  |
| Sub-Regional | Tees Valley Strategic Flood Risk Assessment (JBA Consulting, February 2007)  | The Tees Valley Strategic Flood Risk Assessment (SFRA) provides a proactive approach to flood risk by providing guidance and information on the nature of the flood risk in the Tees Valley, to inform the future allocation of development sites. Environment Agency Flood Maps show 2,700 properties in Stockton are at risk from a 1 in 100 year flooding event (i.e. 1% chance of flooding in any year) from the River Tees. Some of sites within the Greater North Shore Area are identified as being within Flood Zones 2 and 3.  |
| Sub-Regional | Tees Valley Biodiversity Action Plan (Tees Valley Wildlife Trust, 1999)  | The Local Biodiversity Actions Plans aim to meet the national targets by identifying where action is necessary. In the UK since 1900, 100 species have been lost including 7% dragonflies, 5% butterflies and over 2% of fish and mammals. Estimated between 5 and 25 million species on the planet. UK Steering Group report listed 37 different broad habitat types, of these 19 occur in the Tees Valley area.   |
| Sub-Regional | Tees Valley Green Infrastructure Strategy (Tees Valley Joint Strategy Unit, 2008)  | The Tees Valley Green Infrastructure Strategy aims to: <ul style="list-style-type: none"> <li>• provide a strategic context for the sustainable planning and management of existing and proposed green space within the Tees Valley. There are no specific targets as the Strategy intends to complement other programmes and strategies. However, the Strategy proposes the following relevant guidelines in respect of planning and development:</li> <li>• proposals should promote social and economic regeneration through the creation of high quality open space, green space and landscaping;</li> <li>• green infrastructure should be fundamental to the planning of major new development and</li> </ul> |

|               | Title  | Key Aims, Themes or Objectives   |
|---------------|--|--|
|               |  | <p>redevelopment schemes, and should help to integrate development with surrounding townscape and landscape, and with adjoining communities;</p> <ul style="list-style-type: none"> <li>proposals should be designed to high standards of quality and sustainability to deliver social, economic and environmental benefits.</li> </ul>  |
| Sub- Regional | Stockton- Middlesbrough Initiative; Stockton-on-Tees Borough Council and Middlesbrough Borough Council | <p>The overall aim of the Stockton Middlesbrough Initiative is to create and develop a new city region within the Tees Valley that will:</p> <ul style="list-style-type: none"> <li>be more competitive than Middlesbrough and Stockton acting separately; and</li> <li>aim to perform at the national average rate of economic performance within a 20 year period and deliver a city region as competitive as the best in the Northern Way.</li> </ul> <p>The development framework includes four key stages which are as follows:</p> <ul style="list-style-type: none"> <li>expanding the urban centres;</li> <li>creation of the blue-green heart;</li> <li>connectivity and infrastructure; and</li> <li>development.</li> </ul> <p>The SMI breaks down into the following focused development zones: Stockton East; Middlesbrough West; Portrack Riverside; Teescity Park; and South Riverside.<br/>The SMI framework includes a number of short, medium and long term infrastructure projects.</p> |
| Sub- Regional | Tees Valley Strategic Housing Market Assessment, May 2012  | <p>The core outputs of this document are estimates of current dwellings in terms of size, type, condition, tenure; analysis of past and current housing market trends; estimate of future number of households; estimate of current number of households in housing need; estimate of future households that require affordable housing; estimate of future households requiring market housing; estimate of the size of affordable housing required; estimate of household groups who have particular housing requirements.</p>   |
| Sub- Regional | Tees Valley Living, Building Sustainable Communities in the Tees Valley                                | <p>Components of the programme include analysis of evidence base data, designation of intervention areas, preparation of Master plans to build sustainable communities within which urban villages will evolve and a programme of housing market renewal.</p> <p>In 15 years Tees Valley living aims to achieve the following:</p> <ul style="list-style-type: none"> <li>a series of attractive neighbourhoods with mixed communities;</li> <li>net inward migration;</li> <li>owner occupation at 70%;</li> <li>affordable housing types that meet local aspirations;</li> <li>crime, educational and health statistics match regional averages; and</li> <li>all social-rented accommodation meets the “Decent Homes” standard.</li> </ul>  |
| Sub-Regional  | Tees Valley Climate Change   | <p>The project will provide a sub-regional assessment that takes into account cross-boundary climate</p>   |



|       | <b>Title</b>   | <b>Key Aims, Themes or Objectives</b>   |
|-------|--|---|
|       | Resilience Project.  | change adaptation issues. It will gather existing evidence and generate new evidence of climate change and its effects within the sub-region in order to prioritise adaption options at Tees Valley level.  |
| Local | Stockton-on-Tees Local Plan (Stockton-on-Tees Borough Council, 1997)                       | <p>The Local Plan sets out the Council's policies and proposals for the development of the Borough. Many of the policies contained in the Local Plan will be included in the LDF. In the transitional period, the Secretary of State has saved the relevant Local Plan policies and these are the only extant parts of the plan.</p> <p>The main aims contained in the Local Plan are:</p> <ul style="list-style-type: none"> <li>• protecting and improving the environment</li> <li>• increasing opportunities for investment and employment</li> <li>• promoting urban regeneration</li> <li>• Securing adequate decent housing</li> <li>• Improving the perception of the borough as a place in which to live, work and visit</li> <li>• Maximise accessibility for all throughout the Borough.</li> </ul>  |
| Local | Stockton-on-Tees Local Plan Alteration Number One (Stockton-on-Tees Borough Council, 2006) | <p>Alteration Number One to the adopted Stockton Local Plan reflects major changes in national planning policy since the adoption of the Local Plan. Alteration Number One is particularly concerned with retail and flooding. In respect of retail the document states that retail and commerce continue to be one of the most dynamic sectors in the Borough. The aim of retail policy in Alteration Number One is to:</p> <ul style="list-style-type: none"> <li>• provide and maintain attractive and accessible shopping and town centre facilities to meet the needs of the local population; and</li> <li>• protect and enhance the vitality and viability of the functional roles that the hierarchy of centres within the Borough play towards provision of retailing.</li> </ul> <p>The retail policies in Alteration Number One were saved by the Secretary of State pending the adoption of replacement policy documents through the Local Development Framework from the 31<sup>st</sup> March 2009.</p> |
| Local | Stockton on Tees Core Strategy Development Plan Document 2010                              | The Core Strategy sets out the overarching policies for the development and growth of the Borough over a 15 year period. The document contains the Council's vision, objectives and spatial strategy and has policies on sustainable transport and travel, sustainable living, the economy, town centres the provision of community facilities, housing, the environment and planning obligations.  |
| Local | Stockton-on-Tees Council Plan 2012-2015  | The Council Plan sets out the Council's ambitions and key priorities for delivering services. The Council's performance is monitored through performance management structures which collate data that has been used to inform the baseline data for the Sustainability Appraisals.   |
| Local | Stockton-on-Tees Local Transport Plan 2: 2011- 2016  | The LTP aims to identify and implement local transport interventions that deliver against goals originally set out nationally by the DfT. These goals relate to:  |

|       | <b>Title</b>   | <b>Key Aims, Themes or Objectives</b>  |
|-------|--|--|
|       |  | <ul style="list-style-type: none"> <li>• Reducing carbon emissions</li> <li>• Supporting economic growth</li> <li>• Promoting equality of opportunity</li> <li>• Contributing to better safety, security and health</li> <li>• Improving the quality of life.</li> </ul>   |
| Local | Stockton Sustainable Community Strategy 2012- 2021     | <p>The vision for the Borough is set out as:</p> <ul style="list-style-type: none"> <li>• Stockton-on-Tees driving Economic Renaissance at the heart of a vibrant Tees Valley city region.</li> <li>• An enhanced quality of place, including renewed town centres and improved local neighbourhoods.</li> <li>• Enhanced well being and achievement for local people.</li> </ul> <p>It seeks to deliver this vision by focusing on five core improvement themes of: economic regeneration and transport; environment and housing; safer communities; children and young people and healthier communities and adults.</p> <p>The key ambitions for 2021 are vibrant and successful Town Centres; a strong local economy with better jobs and improved employability; improved city-scale facilities across the Tees Valley; better use of the River Tees; and improved transport networks.</p> |
| Local | Stockton-on-Tees Climate Change Action Plan 2009- 2020 | <p>Key aims of the Action Plan are:</p> <ul style="list-style-type: none"> <li>• To reduce greenhouse gas emission from within the Stockton Borough Council area through reducing energy use, better waste management, the use of sustainable transport and green procurement.</li> <li>• To raise awareness of the factors that cause climate change.</li> <li>• To involve communities and encourage them to take necessary actions to tackle climate change.</li> <li>• To provide a framework to adapt to the inevitable impacts from climate change.</li> <li>• To demonstrate the social, economic and environmental benefits of taking climate change actions.</li> </ul> <p>The main target of the Action Plan is to reduce greenhouse gas emissions by 21% below the 2005 level by 2020.</p>  |
| Local | Stockton on Tees Sustainable Energy Action Plan        | <p>The Action Plan has been completed as part of the Council's commitment to the Covenant of Mayors and it sets out the Council intends to deliver at least a 20% reduction in greenhouse gas emissions, from the 2005 baseline, by 2020. The Action Plan also aims to raise awareness of climate change and to demonstrate the environmental, social and economic benefits of taking climate change actions.</p>  |

|       | <b>Title</b>  | <b>Key Aims, Themes or Objectives</b>  |
|-------|---|--|
| Local | Stockton-on-Tees Borough Council Housing Strategy 2012-2015                         | <p>The Housing Strategy details the Council's housing objectives, priorities and actions that will be undertaken to meet local housing need and aspiration. It also provides an overview of the local housing market and factors affecting it. The Housing Strategy is set around four key themes, which are as follows:</p> <ul style="list-style-type: none"> <li>• promote and sustain independence;</li> <li>• prevent homelessness;</li> <li>• meet the challenges of the housing market; and</li> <li>• promote sustainable communities.</li> </ul>  |
| Local | Stockton on Tees Borough Council Sport and Active Leisure Strategy 2011 – 2014      | <p>The Sport and Active Leisure Strategy aims to increase opportunities for participation in sport, to support the delivery of performance level sport, and the development of a well structure workforce and voluntary sector, ensure the built and natural environments meet porting and active leisure needs and the aspirations of local communities and to raise the profile of sport and active leisure.</p>   |
| Local | Stockton on Tees Borough Council Planning Policy Guidance 17 Local Needs Assessment | <p>This is an assessment of local need and existing provision of open space, sport and recreation facilities. It provides an audit of the quality, value and distribution of existing provision, which is then used to set standards for the quality, quantity and proximity of open spaces and built facilities within the Borough.</p>   |
| Local | Stockton-on-Tees Borough Council Contaminated Land Inspection Strategy (May 2007)   | <p>The Contaminated Land Inspection Strategy has the following objectives:</p> <ul style="list-style-type: none"> <li>• ensure that the approach to historic pollution of land is rational, ordered and efficient;</li> <li>• ensure that the approach to historic pollution of land is proportionate to the seriousness of any actual or potential risk;</li> <li>• seek to ensure the most pressing and serious problems are located first;</li> <li>• ensure that resources are concentrated on investigating in areas where the authority is most likely to identify contaminated land;</li> <li>• ensure that the local authority efficiently identifies requirements for the detailed inspection of particular areas of land;</li> <li>• inform all stakeholders of any action to be taken in relation to contaminated land having regard to the communication strategy;</li> <li>• inform the Environment Agency of progress of the strategy implementation for the state of contaminated land report; and</li> <li>• encourage the re-use of previously developed land as a priority in consultation with other statutory bodies and potential developers by identifying potential sources of pollution and proposed remediation measures that would permit future beneficial use.</li> </ul> <p>Strategy identifies four priority categories of land:</p> <ul style="list-style-type: none"> <li>• PC1 = 68 sites (greatest priority)</li> <li>• PC2 = 1630 sites</li> <li>• PC3 = 204 sites</li> </ul> |

|       | <b>Title</b>  | <b>Key Aims, Themes or Objectives</b>   |
|-------|---|---|
|       |   | <ul style="list-style-type: none"> <li>• PC4 = 12 sites</li> </ul> <p>One target of the strategy is to complete initial inspection of all preliminary priority category two, three, four sites.</p>   |
| Local | Stockton-on Tees Borough Council Rights of Way Improvement Plan 2008-2018 | Outlines the issues affecting the use and management of the local rights of way network and the actions the Council will undertake or promote to improve this network over a ten-year period.   |
| Local | Stockton on Tees Borough Council Green Infrastructure Strategy            | <p>The purpose of the Green Infrastructure Strategy will be to promote the importance of the environment and to identify priorities for the future management and development of the Borough's green infrastructure.</p> <p>The strategy will propose a hierarchy of green infrastructure corridors and grids that form a network across the Borough. Within this network will be three tiers of importance, identifying corridors of sub-regional, Borough wide and local significance and will set priorities for action based on this hierarchy.</p> |
| Local | Stockton on Tees Borough Council Landscape Character Assessment.          | This document provides an assessment of the landscape character of the rural and green wedge areas of the Borough, and provides guidelines for the future management of the landscape and potential conservation measures. The Study identifies 7 main character tracts incorporating a variety of character types.   |
| Local | Stockton on Tees Borough Council Heritage Strategy, 2011.                 | The strategy sets out the Council's vision for, and future commitment to, heritage and is intended to provide a framework for the work of Council services, community groups and heritage agencies.   |

## Appendix 3 – Baseline Information

### SA1 : Strengthening the Stockton-on-Tees Economy

| Ref. no | Indicators                                      | Stockton-on-Tees Data   | Comparators and Trends   | Targets   | Data Source  |
|---------|---|---|--|---|--|
| 1.i)    | GVA per head                                    | <u>2008</u><br>£15,722 average per head of population in the Borough  | <u>2008</u><br>The average GVA per head of population was £20,541. In the North East this figure was measured at around £15,945.   | Increase GVA by 15% by 2012 thus narrowing the gap with the UK average (Regeneration Strategy for the Stockton Borough, 2007- 2012) | ONS, Tees Valley Unlimited (TVU).  |
| 1.ii)   | Productivity                                    | <u>2001</u><br>Stockton was ranked 3 <sup>rd</sup> in the North East for productivity with a score of 13172.  | <u>2001</u><br>London was ranked the highest in the UK with a productivity score of 20952. The North East was ranked 9 <sup>th</sup> with a productivity score of 12342.                                       | Reduce the productivity gap between the UK and other countries (HM Treasury).   | Neighbourhood Renewal Unit. HM Treasury.   |
| 1.iii)  | VAT registered businesses per 10,000 population | <u>2009</u><br>36 business registrations per 10,000 residents.<br><br><u>2006</u><br>9.3% new VAT registrations and 8.3% de registrations = net increase of 35 businesses | <u>2009</u><br>Registrations per 10,000 residents<br>32 in Tees Valley<br>31 in North East<br>48 in Great Britain<br><br><u>2006</u><br>In North East, there were 9.4% registrations and 7.0% deregistrations. | Number of new businesses registering in line with national average (Stockton Renaissance Vision 2020)                               | TVU: A and DTI Small Business Service, sourced from NOMIS. Stockton Renaissance Vision 2020. |

|        |   |   |   |   |  |
|--------|---|---|---|---|--|
| 1.iv)  | Statistical range of earnings                           | <u>2001- 2</u><br>The average weekly household earnings in pounds in 2001- 2 were £430. There was a large variation between Stockton Town Centre where this figure was £270, and Ingleby Barwick East and West where it was £750. | <u>2001- 2</u><br>The average weekly household earnings for the Tees Valley were £410, and the national average was £550. | No target as yet.   | TVU  |
| 1.v)   | Average earnings of employees in the area               | <u>2007</u><br>£311.60  | <u>2008</u><br>Median weekly pay at the national level was £479.  | <u>2008/ 09 Target</u><br>£316 (1.7%)<br><br><u>2009/10 Target</u><br>£322 (2%)<br><br><u>2010/ 11 Target</u><br>£339 (2.25%)   | Annual Survey of Hours and Earnings (ASHE) Stockton-on-Tees Regeneration Section. Targets from National Indicator 166. |
| 1.vi)  | Percentage of working age people receiving key benefits | <u>2009</u><br>Stockton: 16.1%  | <u>2009</u><br>Tees Valley 18.9%<br>UK: 13.3%.  | Continue to reduce the gap with the UK average for the percentage of working age people receiving key benefits by 1% by 2012 (Regeneration Strategy for the Stockton Borough 2007- 2012). | TVU, Nomis. Regeneration Strategy for the Stockton Borough 2007- 2012  |
| 1.vii) | Vacancy Rates in Stockton-on-Tees Borough               | <u>Oct 2010</u><br>The vacancy rate in Stockton town centre was 18.2%.<br><br><u>2007</u><br>In Billingham town centre 15.5% of units were  | <u>2007</u><br>The percentage of units at the national level that are vacant was 10.83%.                                  | To deliver the regeneration of both Thornaby and Billingham town centres.   | Stockton Borough Council<br><br>NLP Street Survey, 2007<br><br>Experian Goad Plan: Retailing, 2007.                    |

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|  |  | vacant.<br><br>In Thornaby town centre<br>10% of units were vacant.<br><br>In Yarm town centre<br>8.9% of units were<br>vacant. |  |  |  |
|--|--|---|--|--|--|

## SA2: Adapting to and Mitigating Against Climate Change

| Ref. no | Indicators                                  | Stockton-on-Tees Data  | Comparators and Trends  | Targets  | Data Source  |
|---------|---|--|---|--|--|
| 2.i)    | Consumption- based carbon dioxide emissions | <u>2005</u><br>2920 kilo tonnes with 398 kT from transport and 2088 kT from industrial and commercial activities.  | <u>2006</u><br>Nationally in 2006 business emitted 196 million tonnes of carbon dioxide; residential 149 million tonnes; transport 157 million tonnes, and other 53 million tonnes. | The Covenant of Mayors' commitment is to reduce greenhouse gases emissions by 21% below 2005 levels by 2020. | Stockton on Tees Sustainable Energy Action Plan.<br>Tees Valley Climate Change Strategy.<br>DEFRA. |
| 2.ii)   | Place- based carbon dioxide emissions       | <u>2005</u><br>Stockton-On-Tees emitted roughly 2920 kilo tonnes (kT) of carbon dioxide (or equivalent).   | <u>2007</u><br>The UK emitted approximately a total of 555 million tonnes of carbon dioxide in this year.   | The Covenant of Mayors' commitment is to reduce greenhouse gases emissions by 21% below 2005 levels by 2020. | Stockton on Tees Sustainable Energy Action Plan.<br>Tees Valley Climate Change Strategy.<br>DEFRA. |
| 2.iii)  | Domestic energy consumption                 | <u>2005</u><br>Domestic carbon dioxide emissions for Stockton on Tees were 434kT.  | <u>2005</u><br>The domestic sector was responsible for 24.1 million tonnes of carbon at the national level for this year at the national level.                                     | The Covenant of Mayors' commitment is to reduce greenhouse gases emissions by 21% below 2005 levels by 2020. | Stockton on Tees Sustainable Energy Action Plan.<br>Tees Valley Climate Change Strategy.<br>DEFRA. |
| 2.iv)   | Domestic water consumption                  | <u>2008</u><br>The current overall daily per capita consumption is 133.8 l/d, and equates to 307.74 litres per property a day for the average domestic property. | <u>2006/ 07</u><br>151 litres per person per day was the average water use, nationally over this period.  | Reduce metered water use by 5% by 2012 from 2005 baseline (Stockton-on-Tees Environment Policy).             | Northumbrian Water (2008)<br>Environment Agency (2008).<br>Office of Water Services (2007).        |
| 2.v)    | Properties at risk of                       | <u>2007</u>  | <u>2008</u>   | Tidal Tees Valley Flood  | Tees Valley Strategic  |

|         |   |   |  |   |  |
|---------|---|---|--|---|--|
|         | flooding  | Environment Agency maps show over 2,700 properties are at risk in the Stockton Borough from a 100-year event from the Tees.   | Around 5 million people, in 2 million properties, live in flood risk areas in England and Wales.   | Risk Management Strategy (2005) target is “no increase in properties at risk of flooding.”  | Flood Risk Assessment (2007).<br>Environment Agency (2008).  |
| 2.vi)   | Number of planning applications approved contrary to the advice of the Environment Agency where objections were made on flood risk grounds or water quality | <u>2009/10</u><br>During this period, 129 applications were approved on which the Environment Agency were consulted. Of these applications, none were approved contrary to Environment Agency advice. | <u>2006/ 07</u><br>Local planning authorities in England gave permission for 13 major developments to go ahead during 2006/07 against Environment Agency advice on flood risk. | No applications approved contrary to Environment Agency advise on flood risk.   | Stockton-on-Tees Borough Council AMR.<br>Environment Agency. |
| 2. vii) | Ensure reliance on flood action planning for new development is minimised.  | No information available  | Not Available  | The number of dwellings subject to bespoke flood action plan does not increase by more than 2.5% annually above the number of properties in the floodplain. | Stockton on Tees Borough Council<br><br>Environment Agency   |
| 2.viii) | Ensure that a strategic and holistic flood management approach is implemented through the development management system.                                    | No information available  | Not Available  | No net loss of floodplain   | Stockton on Tees Borough Council                             |
| 2.ix)   | Number and % of major applications granted approval incorporating appropriate SUDS. Major applications are defined as 10                                    | No information available  | Not Available  | Increase the % of major applications granted approval incorporating appropriate SUDS  | <u>Stockton on Tees Borough Council</u>                      |



|       |  |  |   |   |  |
|-------|--|--|---|---|--|
|       | dwelling or above for residential and 1000 sq meters or above for non-residential.   |  |   |   |  |
| 2.x)  | Renewable energy capacity  | <u>2008</u><br>There is currently one 6KW wind turbine installed at Cowpen Bewley Woodland Park, however, there are a number of other schemes in the pipeline. | <u>2005</u><br>74% of the UK's electricity is produced by fossil fuels; 4% is produced by renewables; 21% is produced by nuclear and 1% by other. | The UK Government has set targets for 10% of the UK electricity to be supplied from renewable energy and at least double the capacity of combined heat and power (CHP) by 2010. | Stockton-on-Tees Borough Council Climate Change Action Plan 2007- 2012 |
| 2 xi) | Percentage of Tees Valley Biodiversity Action Plan Sites or Local Sites created, restored, damaged or destroyed through development. | <u>2009/2010</u><br>None   | Not yet Available   | No sites to be damaged or destroyed through development.  | Stockton Borough Council AMR.  |

### SA3: Living Within Environmental Limits

| Ref. no | Indicators  | Stockton-on-Tees Data  | Comparators and Trends  | Targets  | Data Source                            |
|---------|---|--|---|--|--|
| 3.i)    | Ecological footprint (global hectares per capita) | <u>2007</u><br>Stockton's ecological footprint was calculated in 2007 as 10.88t/cap. | <u>2007</u><br>The UK average was calculated as 11.87 tonnes per capita for the same period, over a tonne per person higher than the Tees Valley. The North East average was 11.04t/ cap. | Planning decisions would ensure more homes would be located close to work, shopping, schools and leisure facilities; so reducing the need to travel. Natural resources would be harnessed so that existing and new industries would be able to tap in to the | Stockholm Environment Institute, 2007. |

|        |   |   |   |   |  |
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|        |   |   |   | considerable renewable energy potential of the North East.  |  |
| 3.ii)  | Household waste production  | <u>2007/ 08</u><br>The total household waste production for the Borough in metric tonnes was 88,677.69.   | <u>2006/ 07</u><br>Nationally the total household waste production in metric tonnes was 25,775,081.   | Achieve 30% domestic waste recycling by 2010.   | Stockton-on-Tees AMR 2007/ 08. Department for Environment, Food and Rural Affairs.                             |
| 3.iii) | Disposal routes for municipal waste (landfill, incineration, recycle) | <u>2007/ 08</u><br>Around 10.54% of waste from Stockton goes to landfill; 64.53% goes to energy from waste plants; 0.33% gets re-used and the final 24.60% gets recycled.             | <u>2004</u><br>Nationally the estimated annual amount of waste arising per sector is: 32% construction and demolition; 13% industrial; 12% commercial; 9% household; 5% dredged materials; <1% sewerage sludge; 29% mining and quarrying; <1% agriculture (incl fishing). | A target has been set to achieve 30% recycling of domestic waste by 2010 in the Stockton Climate Change Action Plan.<br>EU target = 20% reduction in the volume of waste from all sectors going to landfill.<br>EU target = by 2010 reduce the amount of biodegradable municipal waste going to landfill to 75% that produced by 1995 | Stockton-on-Tees AMR 2007/ 08. Joint Strategy Unit Management Strategy, 2008. DEFRA.                           |
| 3.iv)  | Previously developed land that is vacant and/ or derelict             | <u>2006</u><br>Stockton = 499 ha  | <u>2006</u><br>North East = 2,552 ha<br>England = 31,180 ha   | PPS3 – Requires 60% of new housing to be provided on previously developed land annually.  | Data sourced from NLU/DCLG 2006  |
| 3.v)   | Housing developed on PDL  | <u>2008/ 09</u><br>72.52% of new dwellings in this year were built on previously developed land.<br><u>2009/2010</u><br>69.99% of new and converted dwellings was built on previously | <u>2008 - 2009</u><br>North East = 77%<br>England = 78%   | The Government's target of 60% nationally and the RSS target of 70% for the Tees Valley by 2008 and 75% for the North East by 2016.   | Stockton-on-Tees AMR 2008/ 09, 2009/2010<br>ANEC Regional AMR 2008/2009<br>National figures sourced from Defra |

|  |  |                |  |  |
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|  |  | developed land |  |  |
|--|--|----------------|--|--|

#### SA4: Developing a more Sustainable Employment Market in Stockton-on-Tees

| Ref. no | Indicators                        | Stockton-on-Tees Data  | Comparators and Trends   | Targets   | Data Source   |
|---------|-----------------------------------|--|--|---|---|
| 4.i)    | Employment rate                   | <u>2009/10</u><br>70.5% of the working age population of Stockton Borough was employed.  | <u>2009/10</u><br>The Tees Valley rate was 65.2%, the North East rate was 66.3% and the national rate was 70.5%.   | Maintain national average position for employment levels (Regeneration Strategy for Stockton, 2007-2012)<br>Increase the overall employment rate from 73.2% in 2007 to 74.1% by March 2011 (Council Plan)   | Annual Population Survey, June 2010.  |
| 4.ii)   | Economic activity rate            | <u>2009/10</u><br>Of the working age population 76.9% are economically active.   | <u>2009/10</u><br>Of the working age population 73.7% are economically active in the North East. Nationally this figure is 76.5%.  | No target as yet.   | Annual Population Survey, June 2010   |
| 4.iii)  | Worklessness Rate                 | <u>2009</u><br>The worklessness rate of the working age population was 29.5% in Stockton.  | <u>2009</u><br>For Tees Valley this rate is 34.8%. Nationally it is 29.5%.   | No target as yet.   | Annual Population Survey, June 2010   |
| 4.iv)   | Skills gaps reported by employers | <u>2007</u><br>22.1%<br>Data for this indicator set is available from LSC as a Tees valley report, but not available at a local authority level. | <u>2007</u><br>Skills gaps exist where employees are not fully proficient at their job. 19% of establishments in the North East reported skills gaps in their existing workforce in summer 2007, the highest proportion of any region and above the national average of 15%. Employers reported that some 62,000 people working in the North East were not fully proficient at their current jobs – 6% of all employees, in line with the national | Skills and employability are key drivers in improving the economic performance of the sub-region and various targets for participation and achievement might be expected to contribute to reducing skills gaps. There are no targets for LSC to reduce skills gaps for NI | Learning and Skills Council (2007)<br>Target: National Indicator NI174.<br><br>National Employer Skills Survey for England (2009) |

|       |   |   |  |  |   |
|-------|---|---|--|--|---|
|       |   |   | average.<br><u>2009</u><br>National – 19%<br>North East – 20%  | 174 in the Tees Valley. It is likely that the next revision of the MAA will cover both skills and employability.   |   |
| 4.v)  | Three year survival rate of VAT registered businesses | <u>1995- 2002</u><br>In the North East 61% of the total number of businesses first registered in 1995 to 71% for the total number of businesses first registered in 2002. | <u>1995- 2002</u><br>In the North East 63% of the total number of businesses first registered in 1995 to 70% for the total number of businesses first registered in 2002. This is a 6% improvement in the business survival rate. For the whole of the UK this figure increased from 65% to 71% in this same time frame. | Stockton Renaissance Community Strategy ambition “A strong local economy with better jobs and improved employability.”   | Tees Valley JSU, Economic Profile, April 2008. Office of National Statistics. |
| 4.vi) | Net migration from the region                         | <u>1991- 2001</u><br>The population in this period increased by 4.9%.<br><u>2001- 2005</u><br>The population in this period increased by 4.9%.                            | <u>1991- 2001</u><br>The population in this period decreased by 0.6% in the Tees Valley.<br><u>2001- 2005</u><br>The population in this period decreased by 0.1%.  | Tees Valley Living: Building Sustainable Communities in the Tees Valley objective: There will be net inward migration annually- the neighbourhoods are places where people want to live not leave. | Tees Valley JSU. Office of National Statistics                                |

#### SA5: Establish a Strong Learning and Skills Base for Stockton-on-Tees

| Ref. no | Indicators  | Stockton-on-Tees Data  | Comparators and Trends  | Targets   | Data Source   |
|---------|---|--|---|---|---|
| 5.i)    | Percentage of working age adults with NVQ Level 2 or above qualifications | <u>2009</u><br>70.6% of adults of working age had NVQ Level 2 or above qualifications. | <u>2009</u><br>This figure for the North East was 69.1% and nationally 70.9%. | The department for work and pensions sets out the indicator: a reduction in the proportion of working-age people without a qualification at NVQ Level 2 or Higher (Indicator 21). | Annual Population Survey 2009.<br>Department for Work and Pensions<br><br>TVU |

|        |   |  |   |   |   |
|--------|---|--|---|---|---|
| 5.ii)  | Percentage of working age adults with no qualifications                   | <u>2009</u><br>14.5% of adults of working age had no qualifications in the Stockton Borough.     | <u>2009</u><br>This figure for the North East was 26.1% and nationally 32%.   | Stockton Renaissance Vision to 2020: Increase the success rate for those people taking adult literacy and numeracy courses. | Annual Population Survey 2009.<br><br>TVU |
| 5.iii) | Percentage of working age adults with NVQ Level 4 or above qualifications | <u>2006</u><br>28,100 or 25.3% of adults of working age had NVQ Level 4 or above qualifications. | <u>2006</u><br>This figure for the North East was 22.7% and for the UK 27.4%. | Stockton Renaissance Vision to 2020: Increase numbers entering Higher Education. Achieve high level of graduate retention.  | Annual Population Survey 2006.            |

### SA6: Improving Health and Well Being whilst Improving Inequalities in Health

| Ref. No. | Indicators                                | Stockton on Tees Data  | Comparators and Trends   | Targets  | Data Source                    |
|----------|---|--|--|--|--------------------------------|
| 6i)      | Life expectancy                           | <u>2007-2009</u><br>Life expectancy at birth for males 76.9 years.<br>Life expectancy at birth for females 81.2 years. | <u>2004-2006</u><br>Life expectancy at birth for males in the North East Region 75.80 years, and in England 77.32 Years.<br>Life expectancy at birth for females in the North East Region 80.10 years, and in England 81.5 years.<br><br><u>2006-2008</u><br>England – Males 77.4 years and Females 81.6 years | Sustainable Community Strategy aims to narrow the gap between Stockton life expectancy and national expectancy. Also aim to tackle difference between wards. | ONS                            |
| 6ii)     | Mortality rates from circulatory diseases | <u>2006-2008</u><br>Circulatory disease mortality rates per 100,000 population 198.5.                                  | <u>2006-2008</u><br>Circulatory disease mortality rates per 10,000 population in England 183.7.  | Sustainable Community Strategy aims to narrow the gap between Stockton mortality rates from circulatory diseases and national levels.                        | Department of Health 2006-2008 |
| 6iii)    | Mortality rates from cancers              | <u>2006-2008</u><br>Cancer mortality rates per   | <u>2006-2008</u><br>Cancer mortality rates per 100000  | Sustainable Community Strategy aims to narrow  | Department of Health 2006-2008 |

|      |   |   |   |  |                                      |
|------|---|---|---|--|--------------------------------------|
|      |   | 100,000 population 134.3  | population in England 114.0   | the gap between Stockton mortality rates from cancers and national levels. |                                      |
| 6iv) | Self-reported measure of people's overall health and well being.                            | <u>2008</u><br>71.4% say their health is good or very good.   | <u>2008</u><br>70.4% in the North East Region and 75.8% in England say their health is good or very good.   | No target as yet.  | CLG, Place Survey                    |
| 6v)  | Percentage of adults participating in 3 x 30 minutes sports and physical activity per week. | <u>2008-2009</u><br>22.7% of adults in the Borough participate in 3 x 30 mins of sport or physical activity per week. | <u>2008-2009</u><br>16.6% participate nationally and 16.2% of the population of the North East participate.   | No target as yet   | Active People Survey, Sport England. |
| 6vi) | Percentage of residents satisfied with local authority leisure provision.                   | <u>2008-2009</u><br>69.9% of adult residents are satisfied with the leisure provision                                 | <u>2008-2009</u><br>Nationally 68.4% of adults are satisfied with their local authority leisure provision and in the North East Region 70.1% are satisfied. | No target as yet   | Active People Survey, Sport England. |

### SA7: Safeguarding and Enhancing the Region's Environmental Infrastructure

| Ref. No. | Indicators               | Stockton on Tees Data  | Comparators and Trends   | Targets   | Data Source  |
|----------|--------------------------|--|--|---|--|
| 7i)      | Population of wild birds | <u>2007-2008</u><br>Skylarks (farmland) a common site and know to breed. Grey partridge (farmland) breeding in local area. Song Thrush (woodland) common resident and winter visitor. Tree Sparrow (farm land) 130-150 breeding pairs across the Tees Valley. Approximately 1000 | In the North East there has been an increase in total species of wild birds by 15% between 1994 and 2008. For farmland birds the increase was 7% and for woodland birds 9%. All increases where above the national index.* | Defra adopted a Public Service Agreement (PSA) target in 2000, which outlines the need to reverse the long-term decline in farmland birds by 2020, measured yearly against underlying trends. | 2007-2008 AMR Tees Valley Wildlife Trust has continued to run farmland biodiversity surveys on 22 farms across the Tees Valley. Teesmouth Bird Club are working on a bird atlas which will provide an up to date baseline population figure for all breeding species. Data |

|        |  |   |   |  |   |
|--------|--|---|---|--|---|
|        |  | known Corn Bunting (farmland) in Tees Valley. Barn Owls are rare residents with one or two breeding pairs in the Borough expected to rise to three to four in 2008. |   |  | is collected on a sub-regional basis and not for Stockton Borough. *Wild Bird Population Indicators for the English Regions 1994-2006 DEFRA 2008. |
| 7ii)   | Condition of Sites of Special Scientific Interest,   | <u>2011</u><br>49.94% in favourable condition,<br>37.26% in unfavourable, recovering condition<br>8.9% in unfavourable, no change, condition and<br>3.9% destroyed  | <u>2011</u><br>Whole of England 36.59% favourable<br>59.94% unfavourable recovering<br>2.3% unfavourable no change<br>1.15% unfavourable declining<br>0.03% destroyed<br>For the North East Region<br>21.35% favourable<br>77.47% unfavourable recovering<br>1.01% unfavourable no change<br>0.16% unfavourable declining<br>0.01% destroyed. | PSA target to have 95% of the SSSI area in favourable or recovering condition by 2010. No increase in percentage in unfavourable condition or destroyed. | Natural England, Feb 2011.  |
| 7 iii) | Percentage of Tees Valley Biodiversity Action Plan Sites or Local Sites created, restored, damaged or destroyed through development. | <u>2009/2010</u><br>None  | Not yet Available   | No sites to be damaged or destroyed through development.   | Stockton Borough Council AMR.<br>Tees Wildlife Trust  |
| 7 iv)  | Proportion of Local Sites where positive conservation management has been or is being implemented.                                   | <u>2009/10</u><br>Of the 58 Local Wildlife Sites, 29% are undergoing positive conservation management or have done in the last 5 years.                             | Not yet available   | Target not yet set   | Stockton Borough Council.   |
| 7v)    | Air quality  | <u>2004-2007</u><br>All statutory air quality levels are being met. There are no air quality management areas within  | Not available.  | Targets are outlined in the National Air Quality Strategy  | Tees Valley Environmental Protection Group, Progress Report 2008: Air Quality in the Tees   |

|        |   |  |   |  |   |
|--------|---|--|---|--|---|
|        |   | the Borough or adjoining Boroughs.   |   |  | Valley 2004-2007  |
| 7vi)   | Ecological quality of surface water bodies.                                     | This information is not compiled at the Borough level. For the purpose of the Water Framework Directive 2000/60/EC Stockton-on-Tees is part of the Northumbria river basin district.   | <u>2009</u><br>29 % of the surface water bodies in England and Wales are good or better. In the Northumbria Basin, 37% of water bodies are good or better status.   | To achieve 'good' status in all Northumbria Basin surface water bodies by 2027.  | Environment Agency, Northumbria River Basin Management Plan 2009.         |
| 7vii)  | Bathing water quality   | Bathing water not within the Borough boundary.   | N/a   | N/a  | N/a   |
| 7viii) | Uptake of agri-environmental schemes.   | Information not collected at Borough level.  | <u>2008</u><br>Target reached for Entry Level Stewardship and Organic Entry Level Stewardship combined East 81%, East Midlands 77%, Yorkshire and Humber 72%, North East 69%, West midlands and the South East 65%, the South West 58% and the North West 45%. Higher Level Stewardship Uptake is high in the North East. | 3.5m ha at Entry Level Stewardship (64% of target)<br>167000ha Organic Entry Level Stewardship (49% of target)<br>66000ha Higher Level Stewardship (33% of target) | Environmental Stewardship Review of Progress 2008 Defra, Natural England. |
| 7ix)   | Percentage of the population within 1km of an area of urban natural greenspace. | <u>2008</u><br>76% of the population lived within 1km of an area of urban natural greenspace.  | No available figures  | 100% of the population to be within 1km of urban natural greenspace.   | Stockton Borough Council PPG17 Assessment.                                |
| 7x)    | Planning applications approved within Strategic Gaps.                           | <u>2009/10</u><br>A number of minor applications were granted approval within the strategic gap, including the formation of a new nature reserve on the flood plain of the River Tees. | 2008 –2009<br>No significant developments were approved within the North East   | Target not yet set   | Stockton Borough Council.<br>Regional AMR                                 |



## SA8: Building Sustainable Communities

| Ref. No. | Indicators                         | Stockton on Tees Data  | Comparators and Trends  | Targets   | Data Source  |
|----------|------------------------------------|--|---|---|--|
| 8i)      | Overall satisfaction with the area | <u>2006-2007</u><br>67% of residents in Stockton-on-Tees Borough are satisfied overall with the area as a place to live.   | <u>2006-2007</u><br>70% of residents in the North East are satisfied overall with the area they live in. 73% of people in England are satisfied overall with the place they live.   | Used as a Quality of Life Measure to track progress in the Sustainable Communities Strategy.  | DCLG 2006/07 Place Based Survey  |
| 8ii)     | Fear of crime                      | <u>2006</u><br>94% of residents feel safe outside during the day and 54% of residents feel safe after dark.  | <u>2006</u><br>The percent of residents that feel safe are similar to the 1998 levels but is an improvement from 2000 and 2002 levels, which demonstrated a decrease in the amount people who felt safe.  | The Sustainable Communities Strategy aims to increase the number of people who feel very safe or fairly safe outside during the day and after dark. | Ipsos Mori, 2006, Stockton-on-Tees Borough Council   |
| 8iii)    | Crime rates                        | <u>2006-2007</u><br>Overall crime rate 93.5 per 1000 population<br>Violent Crime 19.8 per 1000 population.<br>Burglary 10.2 per 1000 households.<br>Vehicle theft rate 8.8 per 1000 population | <u>2006-2007</u><br>Overall crime rate in the Tees Valley 122.5 per 1000 population and nationally 101.5 per 1000 people.<br>Violent crime 26.3 per 1000 population in the Tees valley and nationally, 22.5.<br>Burglary in the Tees Valley 13.9 per 1000 house holds and 11.6 per 1000 households nationally. Vehicle theft 15.2 per 1000 population in the Tees Valley and 13 per 1000 population nationally. | No target as yet.   | TVU 2006/07  |
| 8iv)     | Quality of housing stock           | <u>2007-2008</u><br>The percentage of non-decent council homes in the Borough is 18.1%.  | <u>2006</u><br>The national level of non-decent council homes is 33.3%, for registered social landlords 23.6% and the total for social housing is 28.7%. The percentage of non-decent social housing has steadily decreased since 2001.   | National indicator target of 18.3% has been met for 2007-08   | National Indicator 2007-08 (SBC)<br><br>DCLG 2006 (English House Condition Survey and Landlord Returns.) |
| 8v)      | Households in Fuel poverty         | <u>2007-2008</u><br>To tackle fuel poverty a new national indicator  | <u>2005-2006</u><br>The estimated number of households in fuel poverty in the UK rose by around 1   | National indicator target not yet set as 2008-2009 is the baseline  | National Indicator 2007-2008 (SBC)   |

|      |                       |  |  |                   |  |
|------|-----------------------|--|--|-------------------|--|
|      |                       | has been introduced to identify the percentage of people receiving income based benefits living in homes with low energy efficiency.<br>0.89% of people in receipt of income benefits have low energy efficiency,<br>55.64% of people in receipt of income benefits have high energy efficiency. | million between 2005 and 2006, to stand at about 3.5 million (around 14% of all households). The increase has mainly affected vulnerable households. In 2006, around 2.75 million vulnerable households in the UK were fuel poor, an increase from around 2 million the previous year.<br><br>Increases are largely due to a rise in fuel prices, which have not been fully met by a rise in incomes or energy efficiency. | year              | Defra, UK Fuel Poverty Strategy 2008   |
| 8vi) | Housing affordability | <u>2006</u><br>£149677 was the average house price for the Borough in 2006 for all housing types.<br>House Price to earnings ratio by residence in the Borough was 6 in the fourth quarter of 2006.<br><u>2007-2008</u><br>100 affordable units have been built in 2007-2008.                    | <u>2006</u><br>£132762 was the average house price for the Tees valley in 2006. £207573 was the average house price for England and Wales in 2006<br>House Price to earnings ratio by residence in the Tees Valley was 5.7 in the fourth quarter of 2006 and 7 for England and Wales in the same time period.  | No target as yet. | JSU Land Registry 2006<br><br>JSU Land Registry/ASHE 2006<br><br>2007-2008 AMR |

### SA9: Developing Sustainable Transport and Communication

| Ref. No. | Indicators  | Stockton on Tees Data   | Comparators and Trends | Targets  | Data Source  |
|----------|---|---|------------------------|--|--|
| 9i)      | Access to key services by households (shops/supermarkets, post offices, doctors and hospitals). | <u>2007-2008</u><br>-97% of population within 60 minutes by public transport North Tees Hospital.<br>-98% of population within 40 minutes by public transport of a GP's | Not available.         | 1% fall in accessibility to Primary Schools, Secondary Schools and the University Hospital of North Tees since 2006, due primarily to the continued contraction of | Tees Valley Joint Strategy Unit Accession Mapping 2007-08<br><br>Targets - SBC performance indicator Ni175 2007-2008 |

|       |   |  |   |   |   |
|-------|---|--|---|---|---|
|       |   | <p>surgery.</p> <p>-97% of population within 30 minutes by public transport of a primary school.</p> <p>-96% of population within 40 minutes by public transport of a secondary school.</p> <p>-98% of population within 60 minutes to further education establishments.</p> |   | commercial bus network within the Borough. However, overall accessibility levels remain high. |   |
| 9ii)  | Distance travelled by mode of transport per distance per annum. | Not available at local authority level.  | <p>2006</p> <p>Walking 201</p> <p>Bicycle 39</p> <p>Private hire bus 94</p> <p>Car/van driver 3660</p> <p>Car/van passenger 2033</p> <p>Motor cycle/moped 34</p> <p>Other private 23</p> <p>Bus in London 63</p> <p>Other local bus 233</p> <p>Non-local bus 63</p> <p>London underground 75</p> <p>Surface rail 466</p> <p>Taxi 52</p> <p>Other 96</p> <p>All 7133</p> | No target as yet.   | Department for Transport, National Travel Survey 2006 |
| 9iii) | Levels of car ownership   | <p>2001</p> <p>30% of households do not own a car.</p>   | <p>2001</p> <p>35% of Tees Valley households do not own a car and 27% of households nationally do not own a car.</p>  |   | JSU, 2001 Census                                      |
| 9iv)  | Percentage of Public Rights of Way that are 'easy to use'       | <p>2008-2009</p> <p>94% of the Borough's Public Rights of Way were considered easy to use.</p>   | Not available.  | 95% of the Borough's Public Rights of Way to be easy to use by 2010/2011                      | Stockton Borough Council Local Transport Plan.        |

### SA10: Promoting, Enhancing and Respecting Culture and Heritage

| Ref. No. | Indicators   | Stockton on Tees Data   | Comparators and Trends  | Targets   | Data Source   |
|----------|--|---|---|---|---|
| 10i)     | Grade I and II * buildings at risk                   | <u>2010</u><br>2 buildings at risk (1 Grade I and 1 Grade II*).   | <u>2010</u><br>3.1% of I and II* listed buildings are at risk nationally. This figure is at its highest in the North East at 6.6%   | To minimise the number of Grade I and II* listed buildings at risk through the plan period.   | Heritage at Risk Register, 2010, English Heritage   |
| 10ii)    | Conservation areas with conservation area appraisals | <u>2009</u><br>All eleven conservation areas within the Borough have appraisals   |   |   | Stockton Borough Council Conservation Officer   |
| 10iii)   | Scheduled monuments at risk                          | <u>2010</u><br>There is 1 scheduled monument categorised as at risk in the Borough (It is also one of the 2 buildings at risk).   | <u>2010</u><br>Nationally 17.2% of scheduled monuments are at risk . In the North East 14.4% of scheduled monuments are at risk.  | Development that will adversely affect the site, fabric or setting of a Scheduled Ancient Monument will not be permitted (Stockton-on-Tees Local Plan). | Heritage at Risk Register, 2010, English Heritage   |
| 10iv)    | Tourism spending                                     | <u>2006</u><br>Total expenditure of staying tourists is £171.78million; the total expenditure of day visitors is £108.57million.<br><u>2007-2008</u><br>Net Local Authority spending on tourism is £160964. | <u>2007-2008</u><br>Spending of UK resident tourists in the North East is £825, spending of overseas resident tourists in the North East is £214.<br>In 2007 tourism was worth £3.915 billion to the regional economy an increase of 30% form 2003.                                   |   | Destination Performance UK Baseline Questionnaire for Local Authorities, 2008<br>Tourism in the North East 2007/08: Report by North East Tourism Advisory Board |
| 10v)     | Perception of the North East                         | Information not collected.  | <u>2006</u><br>As a result of the Passionate People Passionate Places Campaign an extra 75000 people in the North East now say they are likely to speak highly of the region without any prompting. Nearly three quarters of people who have seen the campaign nationally believe the |   | One North East, Survey conducted by Woodrow Holmes Group, 2006.   |

|        |                                       |  |  |   |   |
|--------|---------------------------------------|--|--|---|---|
|        |                                       |  | North East is changing for the better. |   |   |
| 10vi)  | Participation in Cultural Activities  | <p><u>2007-2008</u><br/>5036 visits to public libraries per 1000 population for 2007/08</p> <p>747 visits or uses and 519 visits in person to Local Authority funded or part funded museums and galleries per 1000 population.2007/08</p> <p>Ni11 Engagement in the arts will be used to collect information about participation in cultural activities from 2010.</p> |  | <p>National Standards designed to outline a Local Authority's responsibility to provide library services is 6300 visits per 1000 population.</p> <p>Locally set target of 640 visits or uses and 420 visits in person per 1000, for museum and galleries was exceeded in 2007/08.</p> | <p>National Standard from the Department for Culture Media and Sport.</p> <p>Stockton-on-Tees BVPI Performance Indicators 2007/08</p> |
| 10vii) | Participation in nature based tourism | <p><u>2009-2010</u><br/>Salholme RSPB Reserve received 93,000 visitors during this period.</p>   | No comparative data available          | Target not yet set.   | Salholme RSPB Reserve.  |

### Appendix 4 – Appraisal of Site Options

| Key |   |    |                                    |
|-----|---|----|------------------------------------|
| ✓✓  | Potential for significant compatibility | XX | Potential for significant conflict |
| ✓   | Potential for some compatibility        | X  | Potential for some conflict        |
| O   | Neutral                                 | -  | No significant relationship        |
| ?   | Uncertain Impact                        |    |                                    |

| <b>Land to the rear of Roddmere, Yarm Back Lane, Stockton</b>                         |                                 |               |             |  |
|---|---------------------------------|---------------|-------------|--|
| <b>Sustainability Objectives</b>  | <b>Assessment of the Effect</b> |               |             | <b>Further Comments on the Appraisal</b>   |
|   | <b>Short</b>                    | <b>Medium</b> | <b>Long</b> |  |
| SA1 – Strengthening the Stockton Borough economy.                                     | -                               | -             | -           | There is no strong relationship with this objective  |
| SA2 – Adapting to and mitigating against climate change.                              | X                               | ?             | ?           | The site is not in an area of flood risk but access to services and facilities is currently via a route that may not prove attractive to potential residents. However, this may alter subject to the allocation and design of the Yarm Back Lane proposed housing allocation.                  |
| SA3 – Living within environmental limits.   | X                               | X?            | X?          | The site is greenfield, not located on the Core Bus Route and access to services and facilities is currently via a route that may not prove attractive to potential residents. However, this may alter subject to the allocation and design of the Yarm Back Lane proposed housing allocation. |
| SA4 – Developing a more sustainable employment market in the Stockton Borough.        | -                               | -             | -           | There is no strong relationship with this objective. As it will not lead to a significant increase or decrease in employment opportunities.  |
| SA5 – Establishing a strong learning and skills base for the Stockton Borough.        | -                               | -             | -           | There is no strong relationship with this objective. The development will not lead to a significant change to the school places or training opportunities.   |
| SA6 – Improving health and well-being while reducing inequalities in health.          | 0                               | 0             | 0           | Does not have easy access pedestrian access to health or recreation facilities. Compatible adjacent uses (not noisy or harmful) and providing a settled site improves the health of Gypsy or Travellers.   |
| SA7 – Safeguarding and enhancing the Stockton Borough’s environmental infrastructure. | 0                               | 0             | 0           | The site is largely agricultural land with no identified environmental designations. However, the site lies within an area identified as having low landscape capacity for development and there is a small watercourse with some biodiversity value located adjacent to the site.             |
| SA8 – Building sustainable communities in the Stockton Borough.                       | ✓                               | ✓?            | ✓?          | Contributes to meeting housing need and a settled site improves safety for Gypsies and Travellers. Whilst the site does not have good pedestrian access to services and facilities this may alter subject to the allocation and design of the Yarm Back Lane proposed housing allocation.      |
| SA9 – Developing sustainable transport and communication.                             | XX                              | ?             | ?           | The site is not on a Core Bus Route and does not have good pedestrian access to services and facilities this may alter subject to the allocation and design of the Yarm Back Lane proposed housing allocation.   |
| SA10 – Promoting, enhancing and respecting Stockton Borough’s culture and heritage.   | -                               | -             | -           | No heritage assets on or adjacent to the site.   |

| <b>Land on Frederick Street, Stockton</b>   |                                 |               |             |   |
|---|---------------------------------|---------------|-------------|---|
| <b>Sustainability Objectives</b>  | <b>Assessment of the Effect</b> |               |             | <b>Further Comments on the Appraisal</b>  |
|   | <b>Short</b>                    | <b>Medium</b> | <b>Long</b> |   |
| SA1 – Strengthening the Stockton Borough economy.                                     | -                               | -             | -           | There is no strong relationship with this objective   |
| SA2 – Adapting to and mitigating against climate change.                              | ✓✓                              | ✓✓            | ✓✓          | The site is not in an area of flood risk and has good access to local services and facilities and is within walking distance of a Core Bus Route.   |
| SA3 – Living within environmental limits.   | ✓                               | ✓             | ✓           | The site is greenfield but does have good access to facilities and services and is within walking distance of a Core Bus Route.   |
| SA4 – Developing a more sustainable employment market in the Stockton Borough.        | -                               | -             | -           | There is no strong relationship with this objective. As it will not lead to a significant increase or decrease in employment opportunities.   |
| SA5 – Establishing a strong learning and skills base for the Stockton Borough.        | -                               | -             | -           | There is no strong relationship with this objective. Allocation of the site will not significantly impact upon training or education facilities in the Borough.   |
| SA6 – Improving health and well-being while reducing inequalities in health.          | 0                               | 0             | 0           | The site does have good access to health and recreation facilities and a Core Bus Route and providing a settled site improves the health of Gypsy or Travellers. However, the site is open space and its development will reduce access to recreation opportunities for the existing community. The site is also relatively close to a railway line and potentially noisy uses. |
| SA7 – Safeguarding and enhancing the Stockton Borough's environmental infrastructure. | X                               | X             | X           | The site is within the conurbation and has no environmental designations but development would lead to the loss of open space.  |
| SA8 – Building sustainable communities in the Stockton Borough.                       | ✓✓                              | ✓✓            | ✓✓          | Contributes to meeting housing need and a settled site improves safety for Gypsies and Travellers. The site has good access to most services and facilities and is near a Core Bus Route.   |
| SA9 – Developing sustainable transport and communication.                             | ✓✓                              | ✓✓            | ✓✓          | The site has good pedestrian access to services and facilities and is near a Core Bus Route and railway station.  |
| SA10 – Promoting, enhancing and respecting Stockton Borough's culture and heritage.   | -                               | -             | -           | There is no strong relationship with this objective as the site is separated from the Stockton Conservation Area by relatively modern commercial development.   |



| <b>Land between Bowsfield Crescent and the River Tees, Stockton</b>                   |                                 |               |             |   |
|---|---------------------------------|---------------|-------------|---|
| <b>Sustainability Objectives</b>  | <b>Assessment of the Effect</b> |               |             | <b>Further Comments on the Appraisal</b>  |
|   | <b>Short</b>                    | <b>Medium</b> | <b>Long</b> |   |
| SA1 – Strengthening the Stockton Borough economy.                                     | -                               | -             | -           | There is no strong relationship with this objective   |
| SA2 – Adapting to and mitigating against climate change.                              | ✓                               | ✓             | ✓           | The site is not in an area of flood risk. The site is within close proximity to the Core Bus Route and has reasonable access to services and facilities.  |
| SA3 – Living within environmental limits.   | 0                               | 0             | 0           | The site is greenfield. The site is within close proximity to the Core Bus Route and has reasonable access to services and facilities.  |
| SA4 – Developing a more sustainable employment market in the Stockton Borough.        | -                               | -             | -           | There is no strong relationship with this objective. As it will not lead to a significant increase or decrease in employment opportunities.   |
| SA5 – Establishing a strong learning and skills base for the Stockton Borough.        | -                               | -             | -           | There is no strong relationship with this objective. The development will not lead to a significant change to the school places or training opportunities.  |
| SA6 – Improving health and well-being while reducing inequalities in health.          | X                               | X             | X           | Development of the site would lead to the loss of an area of open space. The site is within proximity of a GP. The A66 is adjacent to the site and there could be associated noise issues. Providing a settled site improves the health of Gypsy or Travellers. |
| SA7 – Safeguarding and enhancing the Stockton Borough's environmental infrastructure. | X                               | X             | X           | Development would be within the green wedge on an area of open space. The site lies within an area identified as having medium landscape capacity for development.  |
| SA8 – Building sustainable communities in the Stockton Borough.                       | ✓                               | ✓             | ✓           | Contributes to meeting housing need and a settled site improves safety for Gypsies and Travellers. The site is within close proximity to the Core Bus Route and has reasonable access to services and facilities.   |
| SA9 – Developing sustainable transport and communication.                             | ✓                               | ✓             | ✓           | The site is within close proximity to the Core Bus Route and has reasonable access to services and facilities.  |
| SA10 – Promoting, enhancing and respecting Stockton Borough's culture and heritage.   | -                               | -             | -           | No heritage assets on or adjacent to the site.  |

| <b>Land at Mill Lane, Billingham</b>  |                                 |               |             |   |
|---|---------------------------------|---------------|-------------|---|
| <b>Sustainability Objectives</b>  | <b>Assessment of the Effect</b> |               |             | <b>Further Comments on the Appraisal</b>  |
|   | <b>Short</b>                    | <b>Medium</b> | <b>Long</b> |   |
| SA1 – Strengthening the Stockton Borough economy.                                     | -                               | -             | -           | There is no strong relationship with this objective   |
| SA2 – Adapting to and mitigating against climate change.                              | ✓                               | ✓             | ✓           | The site is not in an area of flood risk and has reasonable access to local facilities and key services. It is also within 400m of a Core Bus Route.  |
| SA3 – Living within environmental limits.   | 0                               | 0             | 0           | The site is greenfield but is located within 400m of a Core Bus Route and has reasonable access to services and facilities  |
| SA4 – Developing a more sustainable employment market in the Stockton Borough.        | -                               | -             | -           | There is no strong relationship with this objective. As it will not lead to a significant increase or decrease in employment opportunities.   |
| SA5 – Establishing a strong learning and skills base for the Stockton Borough.        | -                               | -             | -           | There is no strong relationship with this objective. Allocation of the site will not significantly impact upon training or education facilities in the Borough.   |
| SA6 – Improving health and well-being while reducing inequalities in health.          | 0                               | 0             | 0           | The site does have reasonable access to health or recreation facilities, is compatible adjacent uses (not noisy or harmful) and providing a settled site improves the health of Gypsy or Travellers. However, the site is open space and its development will reduce access to recreation opportunities for the existing community. |
| SA7 – Safeguarding and enhancing the Stockton Borough's environmental infrastructure. | X                               | X             | X           | The site has no environmental designations and is within the conurbation. However, development of the site will lead to a reduction in the quantity of open space in the area.  |
| SA8 – Building sustainable communities in the Stockton Borough.                       | ✓                               | ✓             | ✓           | Contributes to meeting housing need and a settled site improves safety for Gypsies and Travellers. The site has reasonable access to local services and facilities and is within 400m of a Core Bus Route.  |
| SA9 – Developing sustainable transport and communication.                             | ✓                               | ✓             | ✓           | The site is within 400m of a Core Bus Route and has reasonable pedestrian access to services and facilities.  |
| SA10 – Promoting, enhancing and respecting Stockton Borough's culture and heritage.   | -                               | -             | -           | No significant heritage assets have been identified on or adjacent to the site.   |

| <b>Land on Eltham Crescent, Thornaby</b>  |                                 |               |             |   |
|---|---------------------------------|---------------|-------------|---|
| <b>Sustainability Objectives</b>  | <b>Assessment of the Effect</b> |               |             | <b>Further Comments on the Appraisal</b>  |
|   | <b>Short</b>                    | <b>Medium</b> | <b>Long</b> |   |
| SA1 – Strengthening the Stockton Borough economy.                                     | -                               | -             | -           | There is no strong relationship with this objective   |
| SA2 – Adapting to and mitigating against climate change.                              | ✓✓                              | ✓✓            | ✓✓          | The site is not in an area of flood risk. The site is within walking distance of the Core Bus Route and has good access to services and facilities (being 1km to the majority).   |
| SA3 – Living within environmental limits.   | ✓                               | ✓             | ✓           | The site is greenfield. The site is within walking distance of the Core Bus Route and has good access to services and facilities (being 1km to the majority).   |
| SA4 – Developing a more sustainable employment market in the Stockton Borough.        | -                               | -             | -           | There is no strong relationship with this objective. As it will not lead to a significant increase or decrease in employment opportunities.   |
| SA5 – Establishing a strong learning and skills base for the Stockton Borough.        | -                               | -             | -           | There is no strong relationship with this objective. The development will not lead to a significant change to the school places or training opportunities.  |
| SA6 – Improving health and well-being while reducing inequalities in health.          | 0                               | 0             | 0           | Development of the site would lead to the loss of an area of amenity open space. The site is within good proximity of a GP. Adjacent uses are not noisy or harmful and providing a settled site improves the health of Gypsy or Travellers. |
| SA7 – Safeguarding and enhancing the Stockton Borough's environmental infrastructure. | X                               | X             | X           | The site does not have an environmental designation and is located within the conurbation. However, development of the site would lead to the loss of an area of open space.  |
| SA8 – Building sustainable communities in the Stockton Borough.                       | ✓✓                              | ✓✓            | ✓✓          | Contributes to meeting housing need and a settled site improves safety for Gypsies and Travellers. The site is within walking distance of the Core Bus Route and has good access to services and facilities (being 1km to the majority).    |
| SA9 – Developing sustainable transport and communication.                             | ✓                               | ✓             | ✓           | The site is within walking distance of the Core Bus Route and has good access to services and facilities (being 1km to the majority).   |
| SA10 – Promoting, enhancing and respecting Stockton Borough's culture and heritage.   | -                               | -             | -           | No heritage assets on or adjacent to the site.  |

| <b>Land between the River Tees and Thornaby Road, Thornaby</b>                        |                                 |               |             |  |
|---|---------------------------------|---------------|-------------|--|
| <b>Sustainability Objectives</b>  | <b>Assessment of the Effect</b> |               |             | <b>Further Comments on the Appraisal</b>   |
|   | <b>Short</b>                    | <b>Medium</b> | <b>Long</b> |  |
| SA1 – Strengthening the Stockton Borough economy.                                     | -                               | -             | -           | There is no strong relationship with this objective  |
| SA2 – Adapting to and mitigating against climate change.                              | ✓✓                              | ✓✓            | ✓✓          | The majority of the site does not coincide with areas of flood risk. The site is within walking distance of the Core Bus Route and has good proximity to services and facilities.  |
| SA3 – Living within environmental limits.   | ✓                               | ✓             | ✓           | The site is greenfield. The site is within walking distance of the Core Bus Route and has good proximity to services and facilities.   |
| SA4 – Developing a more sustainable employment market in the Stockton Borough.        | -                               | -             | -           | There is no strong relationship with this objective. As it will not lead to a significant increase or decrease in employment opportunities.  |
| SA5 – Establishing a strong learning and skills base for the Stockton Borough.        | -                               | -             | -           | There is no strong relationship with this objective. The development will not lead to a significant change to the school places or training opportunities.   |
| SA6 – Improving health and well-being while reducing inequalities in health.          | 0                               | 0             | 0           | Development of the site would lead to the loss of an area of open space. The site is within proximity of a GP. Adjacent uses are not noisy or harmful and providing a settled site improves the health of Gypsy or Travellers. |
| SA7 – Safeguarding and enhancing the Stockton Borough's environmental infrastructure. | X                               | X             | X           | Development would be within the green wedge on an area of open space. The site lies within an area identified as having medium landscape capacity for development.   |
| SA8 – Building sustainable communities in the Stockton Borough.                       | ✓✓                              | ✓✓            | ✓✓          | Contributes to meeting housing need and a settled site improves safety for Gypsies and Travellers. The site is within walking distance of the Core Bus Route and has good proximity to services and facilities.                |
| SA9 – Developing sustainable transport and communication.                             | ✓                               | ✓             | ✓           | The site is within walking distance of the Core Bus Route and has good proximity to services and facilities.   |
| SA10 – Promoting, enhancing and respecting Stockton Borough's culture and heritage.   | -                               | -             | -           | No heritage assets on or adjacent to the site.   |

| <b>Land on Manor Walk and Manor Drive, Stillington</b>                                |                                 |               |             |  |
|---|---------------------------------|---------------|-------------|--|
| <b>Sustainability Objectives</b>  | <b>Assessment of the Effect</b> |               |             | <b>Further Comments on the Appraisal</b>   |
|   | <b>Short</b>                    | <b>Medium</b> | <b>Long</b> |  |
| SA1 – Strengthening the Stockton Borough economy.                                     | -                               | -             | -           | There is no strong relationship with this objective  |
| SA2 – Adapting to and mitigating against climate change.                              | ✓                               | ✓             | ✓           | The site is not in an area of flood risk and has access to some local services and facilities, but is not near a Core Bus Route.   |
| SA3 – Living within environmental limits.   | 0                               | 0             | 0           | The site is greenfield. It does have access to some facilities and services but is not near a Core Bus Route.  |
| SA4 – Developing a more sustainable employment market in the Stockton Borough.        | -                               | -             | -           | There is no strong relationship with this objective. As it will not lead to a significant increase or decrease in employment opportunities.  |
| SA5 – Establishing a strong learning and skills base for the Stockton Borough.        | -                               | -             | -           | There is no strong relationship with this objective. Allocation of the site will not significantly impact upon training or education facilities in the Borough.  |
| SA6 – Improving health and well-being while reducing inequalities in health.          | 0                               | 0             | 0           | The site does have good access to health or recreation facilities, has compatible adjacent uses (not noisy or harmful) and providing a settled site improves the health of Gypsy or Travellers. However, the site is open space and its development will reduce access to recreation opportunities for the existing community. |
| SA7 – Safeguarding and enhancing the Stockton Borough's environmental infrastructure. | XX                              | XX            | XX          | The site has no environmental designations but development would lead to the loss of open space and the site is in an area of low landscape capacity.  |
| SA8 – Building sustainable communities in the Stockton Borough.                       | 0                               | 0             | 0           | Contributes to meeting housing need and a settled site improves safety for Gypsies and Travellers. The site has access to some services and facilities but is not near a Core Bus Route.   |
| SA9 – Developing sustainable transport and communication.                             | 0                               | 0             | 0           | The site has some pedestrian access to services and facilities but is not near a Core Bus Route.   |
| SA10 – Promoting, enhancing and respecting Stockton Borough's culture and heritage.   | -                               | -             | -           | There is no strong relationship with this objective as no heritage assets have been identified on or near to the site.   |

| <b>Land at Glaisdale Road, Yarm</b>   |                                 |               |             |  |
|---|---------------------------------|---------------|-------------|--|
| <b>Sustainability Objectives</b>  | <b>Assessment of the Effect</b> |               |             | <b>Further Comments on the Appraisal</b>   |
|   | <b>Short</b>                    | <b>Medium</b> | <b>Long</b> |  |
| SA1 – Strengthening the Stockton Borough economy.                                     | -                               | -             | -           | There is no strong relationship with this objective  |
| SA2 – Adapting to and mitigating against climate change.                              | <b>0</b>                        | <b>0</b>      | <b>0</b>    | The site is not in an area of flood risk. The site is not located on the Core Bus Route but is within walking distance of some services and facilities.  |
| SA3 – Living within environmental limits.   | <b>X</b>                        | <b>X</b>      | <b>X</b>    | The site is greenfield. T The site is not located on the Core Bus Route but is within walking distance of some services and facilities.  |
| SA4 – Developing a more sustainable employment market in the Stockton Borough.        | -                               | -             | -           | There is no strong relationship with this objective. As it will not lead to a significant increase or decrease in employment opportunities.  |
| SA5 – Establishing a strong learning and skills base for the Stockton Borough.        | -                               | -             | -           | There is no strong relationship with this objective. The development will not lead to a significant change to the school places or training opportunities.   |
| SA6 – Improving health and well-being while reducing inequalities in health.          | <b>0</b>                        | <b>0</b>      | <b>0</b>    | Development of the site would lead to the loss of an area of amenity open space. The site is over 2km from a GP. Adjacent uses are not noisy or harmful and providing a settled site improves the health of Gypsy or Travellers. |
| SA7 – Safeguarding and enhancing the Stockton Borough’s environmental infrastructure. | <b>X</b>                        | <b>X</b>      | <b>X</b>    | The site does not have an environmental designation and is located within the conurbation. However, development of the site would lead to the loss of an area of open space.   |
| SA8 – Building sustainable communities in the Stockton Borough.                       | <b>0</b>                        | <b>0</b>      | <b>0</b>    | Contributes to meeting housing need and a settled site improves safety for Gypsies and Travellers. The site is not located on the Core Bus Route but is within walking distance of some services and facilities.                 |
| SA9 – Developing sustainable transport and communication.                             | <b>0</b>                        | <b>0</b>      | <b>0</b>    | The site is not located on the Core Bus Route but is within walking distance of some services and facilities.  |
| SA10 – Promoting, enhancing and respecting Stockton Borough’s culture and heritage.   | -                               | -             | -           | No heritage assets on or adjacent to the site.   |

| <b>Land on Leven Street, Haverton Hill</b>  |                                 |               |             |   |
|---|---------------------------------|---------------|-------------|---|
| <b>Sustainability Objectives</b>  | <b>Assessment of the Effect</b> |               |             | <b>Further Comments on the Appraisal</b>  |
|   | <b>Short</b>                    | <b>Medium</b> | <b>Long</b> |   |
| SA1 – Strengthening the Stockton Borough economy.                                     | -                               | -             | -           | There is no strong relationship with this objective   |
| SA2 – Adapting to and mitigating against climate change.                              | <b>0</b>                        | <b>0</b>      | <b>0</b>    | The site is not in an area of flood risk but has limited access to facilities and services and is not within walking distance of a Core Bus Route.  |
| SA3 – Living within environmental limits.   | <b>X</b>                        | <b>X</b>      | <b>X</b>    | The site is greenfield and has only limited access to facilities and services and is not within walking distance of a Core Bus Route.   |
| SA4 – Developing a more sustainable employment market in the Stockton Borough.        | -                               | -             | -           | There is no strong relationship with this objective. As it will not lead to a significant increase or decrease in employment opportunities.   |
| SA5 – Establishing a strong learning and skills base for the Stockton Borough.        | -                               | -             | -           | There is no strong relationship with this objective. Allocation of the site will not significantly impact upon training or education facilities in the Borough.   |
| SA6 – Improving health and well-being while reducing inequalities in health.          | <b>X</b>                        | <b>X</b>      | <b>X</b>    | The site does not have good access to health or recreation facilities and, while providing a settled site does generally improve the health of Gypsies and Travellers, the site is in close proximity to potentially noisy or harmful uses. |
| SA7 – Safeguarding and enhancing the Stockton Borough's environmental infrastructure. | ✓                               | ✓             | ✓           | The site has no environmental designations and is within an area of very high landscape capacity for development.   |
| SA8 – Building sustainable communities in the Stockton Borough.                       | <b>X</b>                        | <b>X</b>      | <b>X</b>    | Contributes to meeting housing need and a settled site improves safety for Gypsies and Travellers. However, the site has limited access to services and facilities and is not within walking distance of a Core Bus Route.                  |
| SA9 – Developing sustainable transport and communication.                             | <b>X</b>                        | <b>X</b>      | <b>X</b>    | The site has only limited pedestrian access to services and facilities and is not within walking distance of a Core Bus Route.  |
| SA10 – Promoting, enhancing and respecting Stockton Borough's culture and heritage.   | -                               | -             | -           | No significant heritage assets have been identified on or adjacent to the site.   |

| <b>Land on Hope Street, Haverton Hill</b>   |                                 |               |             |   |
|---|---------------------------------|---------------|-------------|---|
| <b>Sustainability Objectives</b>  | <b>Assessment of the Effect</b> |               |             | <b>Further Comments on the Appraisal</b>  |
|   | <b>Short</b>                    | <b>Medium</b> | <b>Long</b> |   |
| SA1 – Strengthening the Stockton Borough economy.                                     | -                               | -             | -           | There is no strong relationship with this objective   |
| SA2 – Adapting to and mitigating against climate change.                              | <b>0</b>                        | <b>0</b>      | <b>0</b>    | The site is not in an area of flood risk but has limited access to facilities and services and is not within walking distance of a Core Bus Route.  |
| SA3 – Living within environmental limits.   | <b>X</b>                        | <b>X</b>      | <b>X</b>    | The site is greenfield and has only limited access to facilities and services and is not within walking distance of a Core Bus Route.   |
| SA4 – Developing a more sustainable employment market in the Stockton Borough.        | -                               | -             | -           | There is no strong relationship with this objective. As it will not lead to a significant increase or decrease in employment opportunities.   |
| SA5 – Establishing a strong learning and skills base for the Stockton Borough.        | -                               | -             | -           | There is no strong relationship with this objective. Allocation of the site will not significantly impact upon training or education facilities in the Borough.   |
| SA6 – Improving health and well-being while reducing inequalities in health.          | <b>X</b>                        | <b>X</b>      | <b>X</b>    | The site does not have good access to health or recreation facilities and, while providing a settled site does generally improve the health of Gypsies and Travellers, the site is in close proximity to potentially noisy or harmful uses. |
| SA7 – Safeguarding and enhancing the Stockton Borough's environmental infrastructure. | ✓                               | ✓             | ✓           | The site has no environmental designations and is within and is within an area of very high landscape capacity for development.   |
| SA8 – Building sustainable communities in the Stockton Borough.                       | <b>X</b>                        | <b>X</b>      | <b>X</b>    | Contributes to meeting housing need and a settled site improves safety for Gypsies and Travellers. However, the site has limited access to services and facilities and is not within walking distance of a Core Bus Route.                  |
| SA9 – Developing sustainable transport and communication.                             | <b>X</b>                        | <b>X</b>      | <b>X</b>    | The site has only limited pedestrian access to services and facilities and is not within walking distance of a Core Bus Route.  |
| SA10 – Promoting, enhancing and respecting Stockton Borough's culture and heritage.   | -                               | -             | -           | No significant heritage assets have been identified on or adjacent to the site.   |