



**Stockton-on-Tees**  
BOROUGH COUNCIL

# **Regeneration and Environment Local Plan Sustainability Appraisal**

**Regulation 19 Publication Draft**

**February 2015**



Stockton-on-Tees  
BOROUGH COUNCIL

Economic Regeneration and Transport

Big plans for an outstanding Borough

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## **Non-Technical Summary**

### **i. Regeneration and Environment Local Plan**

The Regeneration and Environment Local Plan (RELP) is an amalgamation of the Regeneration DPD and the Environment DPD and the Core Strategy Review, which have all undergone separate Issues and Options consultations but were amalgamated for the Preferred Options consultation of Regeneration and Environment Local Development Document. It follows the Core Strategy DPD, which was adopted in 2010.

The Regeneration and Environment Local Plan will:

- Set out the new spatial strategy for housing and allocate sites that will deliver this new housing strategy;
- Include site specific allocations and development policies relating to employment, retail, renewable energy development, mixed use developments, transport, regeneration, the natural, built and historic environments and open space, sport and recreation;
- Identify and designate non site-specific designations relating to Green Wedge, Limits to Development and Character Areas.

### **ii. Sustainability Appraisal**

The Sustainability Appraisal (SA) is a statutory requirement for all land use plans within the LDF. The EC directive EC/2001/42 also requires land use plans to be subjected to an 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 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.

### **iii. Methodology**

The preparation of the SA has involved a number of stages:

- Production of scoping reports - these identified the key sustainability issues facing the Borough and developed the SA Framework.
- Production of draft SA reports – These accompanied the Core Strategy Review and Environment DPD Issues and Options and the Preferred Options Draft of the Regeneration and Environment DPD.
- Production of the Publication document SA report

### **iv. Scoping Reports**

In 2005, a Sustainability Appraisal Scoping Report was produced which related to the Core Strategy, the Regeneration DPD and two Supplementary Planning Documents. This SA Scoping Report was then updated to inform the Regeneration DPD and the Environment DPD, as well as other emerging documents, and as a result of changes to the Local Development Framework regulations; national policy guidance; and the social, economic and environmental composition of the Borough. This updated SA Scoping Report was subjected to a five-week public consultation from April 2009.

The 2005 Scoping Report related to the Core Strategy DPD but did not include provision for a review of the Core Strategy, which was also not included in the 2010 update. A Scoping Report for the Core Strategy Review was subjected to a five-week consultation period from March 2011.

Both Scoping Reports included baseline information for the Borough and details of other relevant plans and programmes and used this information to set out the key sustainability issues for the Borough. The Scoping Reports 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 the table below, and agreed with consultees and these objectives have been used as the basis for the appraisal and the impacts of each policy have been identified in relation to these objectives.

### **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 wellbeing 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.

### **v. Summary of Likely Main Impacts**

The full details of the each individual policy appraisal against the SA Objectives are provided within Appendix 5 but the cumulative impacts of the plan as a whole, in relation to the economic, social, environmental threads of sustainability have also been considered. The key impacts identified during the SA process are identified below.

#### **Economic Impacts**

The Sustainability Objectives whose assessment criteria primarily relates to economic impacts are considered to be:

- SA1: Strengthening the Stockton Borough economy
- SA4: Developing a more sustainable employment market

The key features of the relationship between the plan and these objectives are identified below.

- The plan allocates significant land for housing and employment uses that will have a significantly positive impact upon the economy of the Borough;
- The allocation of substantial areas of land for housing will have a positive impact upon the employment market, in addition to the benefits of the allocation of land for employment and office uses;
- The policies relating to town centre uses and development will also have a positive impact on the economy through allowing business development while maintaining the viability and vitality of the main retail centre;
- The major road improvement schemes will open up further areas for development and improve access to existing areas, leading to a significant positive impact;
- Only one policy results in a small negative impact (HE3) through the likely restriction of development in small character areas.

The localised negative impact of HE3 is vastly outweighed by the substantial positive benefits and the plan as a whole will be significantly positive for the economy of the Borough.

### **Social Impacts**

The Sustainability Objectives whose assessment criteria primarily relates to social impacts are considered to be:

- SA5: Establishing a strong learning and skills base
- SA6: Improving health and well-being while reducing inequalities in health.
- SA8: Building sustainable communities in the Stockton Borough
- SA9: Developing sustainable transport and communication

The key features of the relationship between the plan and these objectives are identified below.

- The delivery of over 8000 dwellings over the plan period will make a significant contribution to the mix of housing available within the Borough;
- Large housing sites will deliver facilities and services, such as primary schools and retail centres that will also support existing communities;
- Overall, the plan is likely to lead to an improvement in access to education, through the provision of new primary schools and increased training opportunities from employment related development;
- The requirement to provide all types of open space with housing development will increase opportunities for recreation and healthy lifestyles;
- Increasing sustainable transport links will significantly improve access to services and facilities as well as opportunities for recreation;
- The allocation of new housing in Wynyard village will lead to the provision of new services and facilities, which will benefit the existing community;
- The development at The Wellington Club will rely heavily upon the private car as it will not have access to public transport and will be remote from services in the Wynyard area.

## **Environmental Impacts**

The Sustainability Objectives whose criteria primarily relates to environmental impacts are considered to be:

- SA2: Adapting to and mitigating against climate change
- SA3: Living within environmental limits
- SA7: Safeguarding and enhancing Stockton Borough's environmental infrastructure
- SA10: Promoting, enhancing and respecting Stockton Borough's culture and heritage.

The key features of the relationship between the plan and these objectives are identified below.

- The cumulative impact of all the allocations in the borough will result in more houses and therefore more households taking trips by private car. This will increase traffic, congestion and contribute to climate change. This will be in part be mitigated by locating the vast majority of the proposed allocations in the existing urban area, in sustainable locations close to services and facilities;
- Limiting development in rural areas will protect greenfield land, the landscape and environmental infrastructure and will reduce travel by private car, thereby limiting the impact of development on climate change;
- The provision of renewable energy schemes in the Borough will contribute towards mitigation for climate change;
- The allocation of development land at Durham Tees Valley Airport will support increased air travel, leading to emissions and resource use;
- Large road schemes have significant potential to be damaging for the local environment and will require mitigation. In particular, the Portrack Relief Road will lead to the loss of part of the Portrack Marshes Local Wildlife Site and will increase air pollution and disturbance on the remaining area of the LWS without appropriate mitigation being provided;
- Safeguarding open space and recreation facilities will also protect important green infrastructure with environmental benefits;
- The plan contains policies which will have a significant benefit for the protection of environmental infrastructure and heritage assets.

### **vi. Mitigation Measures**

The role of the SA in influencing policy development through the all stages of the plan has allowed the inclusion of specific policies or individual requirements within the Publication Draft that will minimise or counteract previously identified impacts. These include site specific requirements listed within allocation policies, such as the provision of noise attenuation, flood mitigation or landscape buffers on housing sites. In addition, the plan contains specific policies, which seek to reduce or avoid the potentially harmful impacts of development, such as ENV2: Natural Environment which requires compensatory measures for damaging development.

### **vii. Monitoring**

The process of monitoring is important to identify whether the RELP is having any adverse effects on the environment, local communities and the economy of the Borough. In addition to identifying the effects of the RELP 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.

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 are used. These indicators are identified in Appendix 3, along with data relating to the baseline situation. The impacts of the implementation of the RELP will also be monitored within the Authorities Monitoring Report.

## **1. Introduction**

- 1.1. This document is the Sustainability Appraisal (SA) of Stockton-on-Tees Borough Council Regeneration and Environment Local Plan (RELP). The Planning and Compulsory Purchase Act (2004) requires all Local Development Documents to be subject to an SA.
- 1.2. The Regeneration and Environment Local Plan is the second development document to be produced by Stockton-on-Tees Borough Council. It follows on from the Core Strategy, which sets out the long-term vision, objectives and strategy for the spatial development of the Borough.
- 1.3. The Regeneration and Environment Local Plan is an amalgamation of the Regeneration DPD and the Environment DPD, which were both subject to separate Issues and Options consultations. The Council had previously consulted on an Issues and Options Draft of a Yarm and Eaglescliffe Area Action Plan in 2007 but the document was abandoned as a separate entity following this consultation and all relevant policies were then included within the Issues and Options of the Environment DPD.
- 1.4. Combining the documents allowed the Council to be consistent with Government advice and reduce the number of documents produced. In addition, the Council also consulted upon the Issues and Options of a Core Strategy DPD Review as a separate document. This review focused upon the housing aspects of the Spatial Strategy and the housing phasing and distribution policies and has also been amalgamated into the Regeneration and Environment Local Plan.
- 1.5. The Regeneration and Environment Local Plan will:
  - Set out the new spatial strategy for housing and allocate sites that will deliver this new housing strategy;
  - Include site specific allocations and development policies relating to employment and mixed use developments, retail, renewable energy development, transport, regeneration, the natural and built environments and all land uses affected by, or affecting modes and patterns of transport;
  - Identify and designate non site-specific designations relating to Green Wedge, Limits to Development and Character Areas.
- 1.6. 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.
- 1.7. 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.
- 1.8. 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). Table 1 indicates how the requirements of the SEA Directive have been met within the SA Report.

- 1.9. 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 implementation of the Regeneration and Environment Local Plan will achieve environmental, economic and social sustainability objectives.
- 1.10. Following the adoption of the Regeneration and Environment Local Plan, 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.
- 1.11. This Sustainability Appraisal follows on from the Sustainability Appraisal Scoping Report of the Local Development Framework (published for consultation April 2009) and the Sustainability Appraisal Scoping Report of the Core Strategy Review (published for consultation in March 2011) and any comments received from these consultations have been taken into account when developing this document.

#### **Habitat Regulations Assessment**

- 1.12. 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 completed 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.
- 1.13. The authority is undertaking a Habitat Regulations Assessment of the effects of the Regeneration and Environment Local Plan and this will be published alongside the Publication Draft Document and this SA report.

**Table 1: SEA Directive Requirements**

<b>Environmental Report Requirements</b>	<b>Section of this Report</b>
A) An outline of the contents, main objectives of the plan or programme and relationship with other relevant plans and programmes;	Chapter 2 and Appendix 2
B) The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme;	Chapters 6 and 10 and Appendix 3
C) The environmental characteristic of areas likely to be significantly affected;	Chapter 6 and Appendix 3
D) Any existing environment problems which are relevant to the plan or programme including, in particular those relating to any areas of a particular environment importance, such as areas designated pursuant to Directives 79/409/EEC (The Birds Directive) and 92/43/EEC (The Habitats Directive);	Chapter 6 and Appendix 3

E) The environmental protection objectives, established at international, Community or Member State level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account.	Appendix 2
F) The likely significant effects on the environment, including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors;	Chapters 14 and 15, Appendix 5
G) The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme;	Chapter 16
H) An outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the information;	Chapters 10 – 13, Chapter 17, Appendix 4
I) A description of the measures envisaged concerning monitoring in accordance with Article 10;	Chapter 18, Appendix 3
J) A non-technical summary of the information provided under the above headings.	Pages I to V

## **2. Regeneration and Environment Local Plan**

2.1. The Regeneration and Environment Local Plan (RELP) is an amalgamation of the Regeneration DPD and the Environment DPD, which were both subject to separate Issues and Options consultations. Combining the documents allowed the Council to be consistent with Government advice and reduce the number of documents produced. In addition, the Council also consulted upon the Issues and Options of a Core Strategy DPD Review as a separate document. This review focused upon the housing aspects of the Spatial Strategy and the housing phasing and distribution policies and has also been amalgamated into the Regeneration and Environment Local Plan.

2.2. The RELP will:

- Set out the new spatial strategy for housing and allocate sites that will deliver this new housing strategy;
- Include site specific allocations and development policies relating to employment, retail, renewable energy development, mixed use developments, transport, regeneration, the natural, built and historic environments and open space, sport and recreation;
- Identify and designate non site-specific designations relating to Green Wedge, Limits to Development and Character Areas.

2.3. The Council published an Issues and Options paper for the Regeneration DPD in September 2007, setting out the key issues and options concerning the main development sites in the Borough. The Issues and Options paper was consulted on for six weeks. The Issues and Options of the Environment DPD were published for consultation in January 2011 for a six-week consultation period and the Core Strategy Review Issues and Options DPD was published for consultation in July 2011 for 12 weeks. These documents were combined into the Regeneration and Environment Local Development Document Preferred Options, which was consulted on in July 2012. The comments received from these consultations have been used to inform the development of the Publication Draft.

2.4. There are a number of objectives for the RELP that are distinct from the Sustainability Objectives and which aim to give clarity on the intended outcomes of the RELP policies. These are as follows:

- A. Support the implementation of the Stockton-Middlesbrough Initiative;
- B. Support regeneration projects;
- C. Ensure that the regeneration of the river corridor is properly balanced with a comprehensive, positive and pro-active approach to the minimisation of flood risk;
- D. Support improvements to the transport infrastructure of the Tees Valley City Region;
- E. Support opportunities to travel by sustainable modes of transport;
- F. Support the Tees Valley Demand Management Framework;
- G. Support the development of renewable energy;
- H. Support the development of sustainable tourism;
- I. Protect existing viable employment and facilitate new employment opportunities;
- J. Protect and enhance Stockton's role as the main shopping centre and promote and support the vitality and viability of the other retail centres;

- K. Support the provision of community facilities;
- L. Support the regeneration of local communities through housing market restructuring;
- M. Support the implementation of the Green Infrastructure Strategy.
- N. To ensure that the supply of new housing meets the identified need for the plan period.
- O. To ensure that the broad locations selected to deliver housing are able to deliver sustainable mixed communities and are consistent with environmental responsibility.
- P. Protect and enhance special habitats and species and geodiversity;
- Q. Protect and enhance landscape quality and character and countryside;
- R. Promote the recycling of land and reuse of buildings;
- S. Protect and enhance the built and historic environments; and
- T. Protect the public and the environment from pollution and hazards

### **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 wellbeing 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 DPD and the SA Report; and
  - Stage E: Monitoring the significant effects of implementing the DPD.
- 4.2. Stage A was covered by the Sustainability Appraisal Scoping Report of the Local Development Framework and the Sustainability Appraisal Scoping Report of the Core Strategy Review, which were published for consultation in April 2009 and March 2011 and finalised in June 2010 and June 2011 respectively. The final documents took into account comments received from the consultation of 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 RELP against the Sustainability Objectives, developing options and assessing the effect of the plan, establishing mitigation measures and methods for monitoring.
- 4.4. This document completes Stage C, which is the documentation of the appraisal process, and the development of the SA through Stages A and B.
- 4.5. This SA Report is published for consultation alongside the Regeneration and Environment Local Plan Publication Draft, which is part of 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 policies within the RELP, 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.

## 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 first part of the scoping exercises consisted of a review of other plans, policies and programmes that would need to be considered when developing the options for the RELP. This is documented within the SA Scoping Reports and the details of the relevant policies, plans and programmes that were identified have been included as Appendix 2.

5.3. The next stage of the appraisal is the gathering of baseline data, indicators and targets to help establish the current sustainability issues within the Borough. The data also includes comparators at a national, regional and (where available) a sub-regional level.

5.4. 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 wellbeing;
- Climate change;
- Protection of the natural environment;
- Protection of the built environment and heritage assets.

5.5. 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 Table 2.

**Table 2- 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 wellbeing 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.

- 5.6. 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 Reports were each subject to a five-week period of consultation from April 2009 and March 2010.



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

- 6.1. The SA Scoping Reports provided the basis for the set of baseline information relating to the RELP. This information has been updated and a full list of 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 which have been drawn from the updated baseline information for the Borough.

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

- 6.3. The 2011 Census results gave the population for Stockton-on-Tees to be 191,600. This is an increase from 178,400 in 2001. The need to provide employment opportunities and acceptable housing for a growing population is a key issue for the emerging Local Plan.
- 6.4. 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.
- 6.5. 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.
- 6.6. 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.
- 6.7. 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. The need to plan for affordable housing is emphasised at the national level and there is an identified need for affordable housing within the Borough this should be reflected in Stockton's Local Plan either through for example affordable housing targets or rural exception sites.
- 6.9. Delivering housing in sustainable locations is also key theme of Government guidance and there will be a need to meet the Borough's housing requirement within sustainable locations.

### **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 Wellbeing**

- 6.13. As the Borough has a higher mortality rate 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, wellbeing 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.

## **7. Compatibility of Sustainability Objectives**

- 7.1. 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.
- 7.2. 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.
- 7.3. 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.
- 7.4. The result of the compatibility test can be viewed in Figure 1. 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.
- 7.5. 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 1 – Compatibility of Sustainability Objectives**

SA2	X								
SA3	✓ <sup>~</sup>	✓							
SA4	✓	✓	✓ <sup>~</sup>						
SA5	✓	✓ <sup>~</sup>	☹	✓					
SA6	✓ <sup>~</sup>	✓ <sup>~</sup>	☹	✓ <sup>~</sup>	✓ <sup>~</sup>				
SA7	✓ <sup>~</sup>	✓	✓	✓ <sup>~</sup>	☹	✓ <sup>~</sup>			
SA8	✓ <sup>~</sup>	✓	✓	✓ <sup>~</sup>	✓ <sup>~</sup>	✓	✓ <sup>~</sup>		
SA9	✓ <sup>~</sup>	✓	✓	✓ <sup>~</sup>	☹	☹	✓ <sup>~</sup>	✓	
SA10	✓ <sup>~</sup>	☹	✓ <sup>~</sup>	☹	☹	☹	✓ <sup>~</sup>	✓	☹
	SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9

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

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 wellbeing skills base.
SA6	Improving health and wellbeing 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.

## 8. Compatibility of the Sustainability Objectives and the Regeneration and Environment LDD Objectives

- 8.1. Following the compatibility test of the Sustainability Objectives, the next step was to test the RELP Objectives against the Sustainability Objectives. The results of the test are indicated in Figure 2, using the same impact symbols as in the compatibility test of the Sustainability Objectives.

**Figure 2 – Compatibility of Sustainability and Local Plan Objectives**

		Sustainability Appraisal Objectives									
		SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10
Regeneration and Environment Local Plan Objectives	A	✓	✓	✓	✓	☹	✓ <sup>~</sup>	✓	✓	✓	✓
	B	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	C	✓	✓	✓	✓	☹	☹	✓	✓	☹	✓
	D	✓	✓	✓	✓	☹	✓ <sup>~</sup>	X <sup>~</sup>	✓	✓	☹
	E	✓	✓	✓	✓	☹	✓	✓	✓	✓	☹
	F	✓	✓	✓	✓	☹	☹	✓	✓	✓	☹
	G	✓	✓	✓	☹	☹	☹	✓ <sup>~</sup>	✓	☹	☹
	H	✓	✓	✓	✓	☹	☹	✓ <sup>~</sup>	✓	✓	✓
	I	✓	X <sup>~</sup>	X	✓	✓	☹	X	✓	✓	☹
	J	✓	✓ <sup>~</sup>	✓ <sup>~</sup>	✓	☹	✓ <sup>~</sup>	✓ <sup>~</sup>	✓	✓	✓
	K	✓	✓ <sup>~</sup>	☹	☹	✓	✓	✓	✓	☹	✓
	L	✓	✓ <sup>~</sup>	☹	☹	☹	✓ <sup>~</sup>	✓ <sup>~</sup>	✓	☹	✓
	M	✓ <sup>~</sup>	✓	✓	☹	☹	✓	✓	✓	✓	✓
	N	✓	X <sup>~</sup>	X <sup>~</sup>	✓	☹	✓	X <sup>~</sup>	✓	✓ <sup>~</sup>	✓ <sup>~</sup>
	O	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	P	X <sup>~</sup>	✓	✓	X <sup>~</sup>	☹	☹	✓	✓	X <sup>~</sup>	✓
	Q	X <sup>~</sup>	✓ <sup>~</sup>	✓ <sup>~</sup>	X <sup>~</sup>	☹	✓ <sup>~</sup>	✓	✓	X <sup>~</sup>	✓
	R	✓	✓	✓	✓	☹	☹	✓	✓	✓ <sup>~</sup>	X <sup>~</sup>
	S	✓ <sup>~</sup>	✓ <sup>~</sup>	✓	✓ <sup>~</sup>	☹	✓	✓ <sup>~</sup>	✓	✓ <sup>~</sup>	✓
	T	X <sup>~</sup>	✓	✓	☹	☹	✓	✓	✓	✓	✓ <sup>~</sup>

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

- 8.2. In most cases the objectives were compatible or there was a neutral impact. However, there were a number of instances of some degree of incompatibility and these are discussed below.
- 8.3. The first occasion of potential conflict occurs between the RELP Objective D, support improvements to the transport infrastructure of the Tees Valley City Region, and SA Objective 7, safeguarding and enhancing the Stockton Borough's environmental infrastructure. The relationship has been suggested as potential for some / indirect incompatibility. This is considered because, while the majority of infrastructure projects relate to improving the existing infrastructure, including public transport, there is a possibility that some new road construction could lead to an increase in air pollution in an area, with potential impacts upon biodiversity.

- 8.4. The next occasions of incompatibility occur with RELP Objective I, protect existing viable employment and facilitate new employment opportunities and SA Objectives 2, 3 and 7. SA Objectives 2 and 3, adapting to and mitigating against climate change and living within environmental limits, are considered to be largely incompatible with RELP Objective I as there is potential for significant increases in air pollution and resource use from industry related employment developments.
- 8.5. The potential for incompatibility with SA Objective 7, safeguarding and enhancing the Stockton Borough's environmental infrastructure, and RELP Objective I is due to the impacts of air pollution and the direct impact of developments in close proximity to important habitats.
- 8.6. Objective N is compatible with the Sustainability Objectives in the majority of cases. However, this objective is concerned with the delivery of new housing, which has the potential for some incompatibility with the environmentally related SA Objectives of SA2, 3 and 7.
- 8.7. RELP Objective P, protect and enhance special habitats and species and geodiversity, has some incompatibility with SA Objectives 1, 4 and 9, strengthening the Stockton Borough economy, developing a more sustainable employment market, and developing sustainable transport and communication. This has been identified as the protection of sites may restrict the development of some areas for employment and the development of sustainable transport links may also be restricted because of concern for the impacts on habitats and species.
- 8.8. Three instances of some/indirect incompatibility occur between the RELP Objective Q, protect and enhance landscape quality and character and countryside and SA Objectives 1, 4 and 9. These are the same SA objectives identified as having some/indirect incompatibility with RELP Objective P; the reasons for this incompatibility are similar to those identified for RELP Objective A.
- 8.9. There is potential for some incompatibility between SA Objective 10 and RELP Objective R: Promote the recycling of land and reuse of buildings. It is possible that promoting the re-use of buildings ahead of new building will aid in the preservation of many older buildings. However, there is potential for the unsympathetic conversion or alteration of buildings to impact upon their character.
- 8.10. RELP Objective T, protect the public and the environment from pollution and hazards, has one instance of some/indirect incompatibility with SA Objective 1, strengthening the Stockton Borough economy. This has been identified as proposals that could strengthen the economy could lead to an increase in air/water pollution in an area.
- 8.11. While there is potential for these conflicts to occur, it is considered possible to reduce the incompatibilities through ensuring that mitigation measures are considered in the policies of the RELP.



## **9. Evolution of Key Sustainability Issues without the Regeneration and Environment Local Plan**

- 9.1. The RELP identifies a number of site allocations that will fulfil the economic, housing and transport needs of the Borough. The RELP also includes policies that seek to control the expansion of built up areas both to protect the countryside for its own sake, and to encourage the recycling of derelict and underused sites within the urban area. It seeks to expand upon the protection given to the Borough's green infrastructure, natural, historic, and rural environments, as well as areas for sport and recreation within the adopted Core Strategy. Without the adoption of the RELP, the Council will rely upon the policies within the adopted Core Strategy to protect and enhance the local environment.
- 9.2. The RELP will allow the provision of strategic housing development outside of the Core Area and identifies a number of development site options that will allow the Council to meet its identified housing requirement. This is a change from the spatial strategy set out within Council's adopted Core Strategy.
- 9.3. The change to the adopted Spatial Strategy is being carried out due to significant uncertainties in the deliverability of potential housing sites within the Core Area. It will ensure that there is a sufficient supply of housing to meet the needs of the residents of the Borough through the plan period. Without these housing allocations, it is considered that the Council will be unable to maintain a steady rate of house building and will fail to meet its objective of providing homes to suit all needs and incomes.
- 9.4. The RELP provides greater certainty over how and where the development requirements of the Borough will be delivered. Without the RELP it is likely that development will occur in a much less coordinated way. As a result, there will be less certainty that the development required to meet the needs of the population could be delivered in a way that addresses the key sustainability issues of the Borough.

## **10. Key Themes from Issues and Options and Preferred Options Stages.**

- 10.1. An SA is an integral and important part of good plan making. It is an iterative process, informing the plan throughout its evolution. This process continues through the preparation of the plan until it is adopted. The SA Framework has, therefore, been used to test each of the options put forward at each of the stages of the RELP, as it has developed.
- 10.2. The RELP has been developed after combining three documents, the Regeneration DPD, The Environment DPD and the Core Strategy Review. Each of these documents underwent separate Issues and Options consultations and were accompanied by separate SA Reports. These Issues and Options appraisals and the appraisal from the combined Regeneration and Environment LDD Preferred Options have informed the current policies in the Publication Draft and the key themes are outlined below.

### **Regeneration DPD Issues and Options**

- 10.3. The SA framework was used to test each of the options put forward as part of the Regeneration DPD Issues and Options paper, September 2007. The object of this exercise was to identify any conflicts between the Sustainability Objectives and the proposed options, in order to inform the development of the Preferred Options.
- 10.4. The main themes to emerge from the appraisal of the Issues and Options were as follows:
- The importance of rationalising the employment land portfolio and of providing a hierarchy of sites to direct development to the most suitable sites and to maintain a vibrant economy;
  - There is potential for conflicts between climate change impacts and the environment and the development of employment uses and sites;
  - There is a need to address the potential for flooding on a number of site allocations;
  - Encouraging the clustering of developments, through such measures as directing industrial uses to specific sites can limit the above conflicts;
  - Improving the rail and river freight networks improves compatibility between industrial development and the climate change and sustainable transport objectives;
  - The need to improve the vitality and viability of the town centre;
  - The importance of sequential testing to improve sustainability;
  - The benefits of improving cycle and pedestrian access.
  - Expanding the North Shore development site increases sustainability by reducing pressure for development sites outside of the Core Area;

- Modifying the limits to development results in a less sustainable option than requiring development to be focussed in the Core Area.

### **Environment DPD Issues and Options**

10.5. The SA Framework was used to test each of the options put forward as part of the Environment DPD Issues and Options paper, December 2010. The object of this exercise was to identify any conflicts between the Sustainability Objectives and the proposed options, in order to inform the development of the Preferred Options.

#### THEME 1- Natural Environment

10.6. The Issues and Options document presented two options for consideration in respect of the 'protection and enhancement of sites'. These options followed the identification that in accordance with government guidance Local Planning Authorities should identify on their proposals maps and cross-refer to the statutory protection given to international and national sites.

- Option 1: In addition, provide a criteria-based policy to judge proposals for development on or affecting sites of regional and local biodiversity and geodiversity;
- Option 2: Is the same as Option 1, but is expanded to include the identification of key sites/locations for the creation of new habitats and tree cover (in addition these sites may contribute to creation of multifunctional green spaces, improved connectivity and adaptation to climate changing climate).

#### Commentary

Options 1 will help to ensure that locally identified areas of wildlife and geological value are protected from unsuitable development. Option 1 would generate significant beneficial impacts over a no plan scenario. Option 1 will assist in adapting to and mitigating against climate change and safeguarding environmental infrastructure.

Option 2 will help to ensure that locally identified areas of wildlife and geological value are protected from unsuitable development. By encouraging the creation of new habitats, the LDD could generate significant beneficial impacts over Options 1. However, this option only encourages the creation of new habitats on identified sites. Whilst this option has the potential to meet a broad range of sustainability objectives there is uncertainty, at this stage, to the effectiveness of this policy.

#### THEME 2- Historic Environment

10.7. The Issues and Options document presented three options for consideration in respect of the 'conservation and enhancement of the historic environment and heritage assets'.

- Option 1: Identify designated heritage assets and solely rely upon the development management policies within PPS5: Planning for the Historic Environment (now replaced by the NPPF) for proposals affecting all aspects of the historic environment;

- Option 2: In addition to the provisions in Option 1, identify and provide policy to protect and enhance other heritage assets;
- Option 3: As well as the provisions in Options 1 and 2, include a policy relating to the Historic Landscape Characterisation to ensure that development is sympathetic to that in the local area.

**Commentary**

Option 1 would apply national policies to designated heritage assets. This would have a beneficial impact on the historic environment and local community. However, the benefits would be likely to be limited by the absence of locally identified heritage assets.

Option 2 would allow for the identification and protection of non-designated heritage assets. This is likely to have greater benefits for the historic environment than Option 1.

Option 3 has the potential to provide an all-encompassing policy to ensure that development is sympathetic to that of the local area. Combined with the provisions within Options 1 and 2, Option 3 is likely to have more benefit upon enhancing and respecting Stockton Borough's culture and heritage.

**THEME 3- Rural Environment**

10.8. The Issues and Options document presented two options for consideration in respect of 'managing development in the countryside'.

- Option 1: Provision of topic specific policies for development within the countryside;
- Option 2: In addition to Option 1 develop a policy approach that ensures development is only allowed which is conducive with the 7 individual character areas outlined within the Landscape Character Assessment and Capacity Study.

**Commentary**

Option 1 would apply topic specific policies which should have significant beneficial impacts on a wide range of sustainability objectives including living within environmental limits, developing a more sustainable employment market, and, safeguarding and enhancing Stockton Borough's environmental infrastructure

Option 2 includes a policy to ensure development is not detrimental to landscape character. This would encourage planning decisions to take account of the special features of the area, the fragility of local resources, sensitivity to change and any specific local issues. Whilst the range of benefits would be similar to Option 1, it would have a greater benefit on safeguarding and enhancing Stockton Borough's environmental infrastructure.

**THEME 4- Urban Open Space**

10.9. The Issues and Options document presented five options for consideration in respect of the 'identification of provision to be protected'.

- Option 1: Protect all open spaces;
- Option 2: Protect open spaces of higher quality and value to the local community;
- Option 3: Protect spaces that are of a particular conservation, historical or cultural value;
- Option 4: Protect spaces that form part an essential part of the boroughs green infrastructure;
- Option 5: A combination of Options 2, 3 and 4.

Commentary

Option 1 provides the highest protection to open spaces. This would have significant beneficial impacts on a wide range of sustainability objectives including adapting to and mitigating against climate change, improving health and wellbeing, safeguarding and enhancing Stockton Borough's environmental infrastructure, building sustainable communities, developing sustainable transport and promoting, and, enhancing and respecting Stockton Borough's culture and heritage.

Options 2, 3 and 4 seek to protect different aspects of open space. At this stage it is not possible to determine the exact amount or location of open space to be protected. However, these proposals are likely to be less beneficial impacts on the sustainability objectives than Option 1.

Option 5 seeks to achieve a combination of options 2, 3 and 4. This option would be likely to achieve protection for open space to a similar level as Option 1 and therefore also has significant beneficial impacts on a wide range of sustainability objectives.

10.10. The Issues and Options document presented four options for consideration in respect of 'identifying existing provision to be enhanced'.

- Option 1: Focus to enhance higher value and lower quality spaces that are critical to avoid deficiency in a type of open space in the first instance;
- Option 2: Enhance spaces that are of a particular conservation, historical or cultural value;
- Option 3: Enhance spaces that form part an essential part of the boroughs green infrastructure;
- Option 4: A combination of Options 1, 2 and 3.

Commentary

The options all seek to enhance existing provision. Options 1, 2 and 3 focus on specific elements of open space provision whilst Option 4 focuses on a combination of all three options. It is therefore anticipated that Option 4 will have the most beneficial impacts on a wide range of sustainability objectives

10.11. The Issues and Options document presented two options for consideration in respect of 'identifying areas in which new provision is required'.

- Option 1: Identify areas where there is a deficiency against quantity and proximity standards;
- Option 2: In addition to the provisions in Option 1 assess the requirement for new provision associated with planned increases in population.

Commentary

Option 1 seeks to identify areas for new provision in areas where there are deficiencies. This is likely to have beneficial impacts on a wide range of sustainability objectives including improving health and well being, building sustainable communities and developing sustainable transport. Option 2 seeks to ensure improved provision also seeks to meet the requirements of areas with planned increases in population. This second option is likely to have additional beneficial impacts on the sustainability objectives identified for Option 1.

10.12. The Issues and Options document presented four options for consideration in respect of 'identifying opportunities for new, enhanced or relocated provision'.

- Option 1: New provision as identified within the preceding section;
- Option 2: Enhanced provision as identified within the preceding section;
- Option 3: Relocated provision where this would make a better use of land, especially if it enhances the quality and accessibility to users;
- Option 4: A combination of Options 1, 2, and 3.

Commentary

Options 1 and 2 are options for new and enhanced provision based on responses to previous issues and have already been subjected to assessment against the sustainability objectives.

Option 3 identifies the relocation on provision where this would make a better use of land, especially if it enhances the quality and accessibility to users. This option is likely to have beneficial impacts on a wide range of sustainability objectives including improving health and wellbeing, safeguarding and enhancing environmental infrastructure, building sustainable communities and developing sustainable transport.

Option 4 seeks a combination of the above options. This is likely to perform well against the sustainability objectives. However, this option has not been appraised as it is dependent upon options chosen within earlier issues.

10.13. The Issues and Options document presented three options for consideration in respect of 'identifying potential development sites'.

- Option 1: Do not seek to identify potential development sites;
- Option 2: Seeks as a first priority to ensure that in an area where the provision of a type of open space has met provision standards the presumption should be to use part of that space for a type of provision to remedy deficiency in that area;
- Option 3: Where Option 2 has not been able to identify an opportunity for the creation of a valued type of open space, identify sites that are 'surplus to requirements' and deemed suitable for development.

#### Commentary

Option 1 proposes that no potential development sites are identified. This is a similar scenario to Option 1, protection of all sites, under the issue 'identification of provision to be protected'. This option has therefore been assessed as having significant beneficial impacts on a wide range of sustainability objectives including adapting to and mitigating against climate change, improving health and wellbeing, safeguarding and enhancing Stockton Borough's environmental infrastructure, building sustainable communities, developing sustainable transport and promoting, and, enhancing and respecting Stockton Borough's culture and heritage.

Option 2 and 3 would allow for the identification of sites for development subject to provision standards being met in the area. At this stage it is not possible to determine how much land could potentially be identified for housing. However, it is likely that these options would not have as beneficial the impacts as identified for Option 1.

- 10.14. The appraisals of the options of the Environment DPD have been a significant consideration in developing the Preferred Options of the Regeneration and Environment LDD.

#### **Core Strategy Review Issues and Options**

- 10.15. The Core Strategy Review development site options were tested against the Sustainability Appraisal Framework in 2011. The exercise used a set of indicators to consider the performance of the sites against the Sustainability Objectives. The main themes emerging from this exercise are outlined below:
- The main objective of the Core Strategy Review was to provide sites for an identified housing need. This resulted in largely positive impacts upon the objective relating to the economy, with these impacts becoming significant when a site can support a strategic scale housing development;
  - In a number of cases there were uncertain impacts upon the economy of the Borough. This was due to the full impacts from the loss of employment allocations or permissions having not been identified. This loss of employment land will need to be balanced against the benefits of strategic level housing development on the sites;
  - Where the development of a site for housing would result in the loss of land identified for employment related development, there was significant potential for conflicts to occur with SA4: Developing a more Sustainable Employment Market;
  - The development of housing on sites with good access to a number of local facilities and good public transport links resulted in increased compatibility with a number of Sustainability Objectives;
  - Significant conflicts with the Sustainability Objectives occurred for some sites that were identified as having poor access to public transport or local facilities or services;
  - It was identified that there was potential for a number of developments to have a negative impact upon the environmental infrastructure of the

Borough, through either an impact upon biodiversity or upon the landscape;

- Mitigation was identified that included improving pedestrian and cycle links to surrounding areas, minimising the impacts upon the landscape through further assessment and design and layout solutions, taking opportunities to enhance existing, or create new, habitats and designing developments to take into account flood risk and the character of surrounding areas.

10.16. The identified themes have been a significant consideration in developing the Preferred Options for housing site allocations of the Regeneration and Environment LDD (incorporating the Core Strategy Review).

### **Regeneration and Environment LDD Preferred Options.**

10.17. The following key themes emerged from the appraisal of the Preferred Options Regeneration and Environment LDD:

- In a number of cases there were uncertain impacts from a policy due to the exact nature of the developments on the site allocations not being known at this stage. This occurred mostly on the employment site allocations, where the operations of individual industries can make a significant difference to the impacts of the policy;
- While flood risk had been identified as an issue on a number of site allocations, the Strategic Flood Risk Assessment has shown that these sites can be developed safely with appropriate mitigation.;
- Where housing and other allocations are within the conurbation and there are good public transport links, the impacts of these allocations are largely positive;
- Requirements to provide services and facilities within housing developments results in a more positive relationship between the policy and the SA Objectives;
- A main objective of the Regeneration and Environment LDD is to improve the vitality and viability of the Town Centre and other designated centres. This has a positive impact upon the economy, building sustainable communities and developing sustainable transport;
- The Regeneration and Environment LDD Preferred Options contributes positively towards strengthening the economy of the Borough;
- There is potential for a number of developments to have a negative impact upon biodiversity. These impacts will be identified when the details of planning applications and environmental improvements are known;
- The Preferred Options contribute to building sustainable communities and provide important community facilities;
- The sequential approach adopted for office and housing development contributes positively to the sustainability of the policies;



- Where potential conflicts occur they are mostly related to employment related development and the provision of new road schemes;
  - There is no conflict between the preferred options and the culture and heritage of the Borough and a number of policies are identified as having a positive relationship with the protection and enhancement of the landscape and historic environment of the Borough.
- 10.18. Overall, the majority of impacts were expected to be positive. There was some uncertainty with a number of policies and potential for a few cases of conflict.

## 11. Appraisal of the Regeneration and Environment Local Plan.

11.1. In order to appraise the RELP, the relationships between each SA Objective and the individual policies were assessed, using the criteria in Table 3.

**Table 3: Assessment Criteria of the Sustainability Objectives.**

<b>SA Objectives</b>	<b>Assessment Criteria : “Will the policy ...”</b>
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?
	minimise flood risk?
SA3: Living within environmental limits	reduce travel distances and/or promote alternatives to car travel?
	reduce the amount of waste going to landfill?
	prioritise development on previously developed land?
	encourage renewable energy generation?
SA4: Developing a more sustainable employment market	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 wellbeing 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?
	protect and/or enhance the landscape of the Borough?
SA8: Building sustainable communities in the Stockton 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?
	protect or enhance neighbourhoods?
SA9: Developing sustainable transport and communication	promote the use of alternatives to car travel?
	reduce travel distances?
	enhance transport connections?
SA10: Promoting, enhancing and respecting Stockton Borough's culture and heritage	enhance the image of the Borough and/or promote tourism?
	protect heritage assets?
	protect and enhance the conservation areas?
	promote cultural activities?

11.2. The assessments were entered into a set of matrices. A number of symbols have been used to indicate the impacts.

## 12. Appraisal of Alternative Options – Strategic Options

- 12.1. The Council adopted its Core Strategy DPD in September 2010. This document sets out the overarching strategy for growth in the Borough until 2025 and contains most of the Council's adopted strategic development policies. The RELP was intended to provide site specific allocations and development policies to deliver the adopted spatial strategy. As a result, there were few strategic options to be considered during the development of the plan.
- 12.2. That said, the RELP does incorporate a review of the housing element of the Core Strategy, due to issues relating to the deliverability of the previously adopted site allocations. This involves a review of the housing spatial strategy and the options for this strategy have been subject to a Sustainability Appraisal.

### Issues and Options

- 12.3. The Spatial Strategy included within the 2010 Adopted Core Strategy required that priority be given to previously developed land in the Core Area to meet the Borough's housing requirement. However, updated housing trajectories identified that, from 2021 to the end of the plan period, there would not be enough housing sites that are both deliverable and compliant with the Spatial Strategy to meet the housing target. The need to address the shortfall, in order to meet housing need and reduce the deficit of affordable housing in the Borough, resulted in the Core Strategy Review.
- 12.4. The purpose of the Core Strategy Review was to reconsider the housing policies within the Core Strategy with a view to resolving the shortfall of future housing sites and to identify potential new sites to deliver the housing requirement for the Borough.
- 12.5. As part of the Core Strategy Review Issues and Options, the following two options were presented and considered.
- **Option 1** – Concentrate new housing on a single large site with sufficient capacity to close the gap in the future supply of new homes independently;
  - **Option 2** – Allocate new housing on a combination of sites.
- 12.6. Appendix 4 provides the individual appraisals of the options but a summary of the appraisals of the two options is provided in Table 4. It is considered that there is some uncertainty with both options as the impacts will largely depend upon the details of the selected sites. However, it could be determined that the allocation of housing sites across the Borough would allow the provision of sites within the conurbation and on brownfield, which are too small to support the full housing requirement on their own. This will allow the spread of the benefits of housing development across the Borough, particularly in areas in need of regeneration and reduce the significant landscape impact that would occur from a greenfield development of the scale required to meet the whole housing requirement outside of the conurbation.

**Table 4: Summary of the SA of Housing Spatial Strategy Options.**

SA Objectives	Option 1	Option 2
SA1	✓	✓✓
SA2	✓✓	✓?
SA3	0	✓?
SA4	✓	✓✓
SA5	✓	✓✓
SA6	?	?
SA7	X?	✓?
SA8	✓	✓✓
SA9	?	✓?
SA10	?	?

12.7. The Core Strategy Review Issues and Options also set out a number of options for allocation that included large sites able to meet the entire housing requirement and smaller sites that could contribute, should it be determined to allocate a number of sites. These sites were categorised in the following way:

- Existing Conurbation;
- Urban Extensions;
- New Settlements.

12.8. An additional option of including village extensions was also included, although no potential village sites were identified. The SA of these site options and the principle of village extensions informed the decision relating to the distribution options. A summary of the conclusions drawn from the SAs is included in Table 5 below.

**Table 5: Summary of Conclusions from SA of Housing Site Options.**

SA of Site Options/Categories	Conclusions
Sites within the Existing Conurbation	The Core Strategy review Issues and Options document stated that the Council could not identify sufficient sites within the Core Area with enough certainty that they will be developed within the plan period. Therefore, there were no alternative options found within the Core Area and the wider conurbation had to be considered. Six site options were considered within the conurbation. Three of these potential sites were considered to have potential for significant conflict with an SA Objective. Billingham Bottoms was found to have potential for significant conflict with the objective of safeguarding and enhancing environmental infrastructure and Land at Durham Lane Industrial Estate and Uray Nook 1 were considered to have potential for significant conflict with developing a sustainable employment market.
Sites as Potential Urban Extensions	Seven potential sites urban extension sites were identified for consultation. The majority of these sites performed positively against the SA Objectives with only one site identified as having potential for a significant conflict with the SA objectives. The West Preston site was considered to have potential for significant conflict with three objectives, relating to environmental limits, sustainable communities and sustainable transport.
Sites to Provide New Settlements	Only three sites were identified with the potential to contribute to the provision of a new settlement and these three sites were all located

	in the area around Wynyrd, an existing village. These sites performed poorly against the SA objectives and it was considered that there was significant potential for conflict with a number of objectives. This was largely due to the current unsustainability of the existing settlement.
Village Extensions	No potential sites for village extensions had been identified for the Issues and Options consultation so the SA focussed on the principle of using extensions to villages to provide for some of the housing requirement. It was considered that this option would lead to greenfield development with a subsequent potential for negative biodiversity and landscape impacts and it was considered that the housing development would be less likely to have access to good public transport links. However, no significant conflicts were identified as some of the Borough's villages are considered to be sustainable locations and there was potential to identify sites within the Borough that wouldn't have significant conflicts with the SA Objectives, providing it wasn't determined that housing should be identified for each village.
<b>Summary</b>	It was considered that the sustainability of the category options is dependent upon the individual sites chosen and that each option has the potential to provide for sustainable housing developments. The only exception to this was the New Settlement option where all identified sites were found to perform negatively in the SA.

### Preferred Options

12.9. The conclusions from the Core Strategy Review Issues and Options SAs were used to inform the development of the Housing Spatial Strategy Policy (Strategic Policy SP2) within the Regeneration and Environment LDD Preferred Options. It was determined that the Council should maintain the approach of the existing Core Strategy that seeks to focus development upon the Core Area but, where additional sites are required, sites will be allocated that could deliver regeneration objectives, provide for housing need and sustainable communities. The following site selection hierarchy was identified:

- Core Area Sites;
- Wider Conurbation;
- Adjacent to the Conurbation;
- New Sustainable Settlements;
- Village Sites.

12.10. It was considered that this approach to housing site delivery would allow the most sustainable housing sites to be selected while still ensuring that the housing need for the Borough was met. It was considered that, should the less sustainable options of new settlements and village expansions be ruled out for housing development, there was a risk that the Council would be unable to identify sufficient sites to ensure that the housing need for the Borough would be met over the plan period.

12.11. The SA of this Preferred Option Policy considered that the priority given to previously developed land in the Core Area and sites that could provide regeneration benefits, deliver sustainable communities or be located within the areas with most access to existing services and facilities would be positive for the sustainability of the Borough and would not result in any significant conflicts with the Sustainability Objectives.

## Conclusion

- 12.12. Following the Issues and Options consultation, it was determined not to take forward Option 1 as an option for the distribution of new housing within the Borough because the housing requirement for the whole Borough would then be concentrated in one area and the development would fail to meet the needs across the Borough. Option 1 gives reduced flexibility, a slower delivery rate and a reduced likelihood of integration with existing communities. In addition, it is likely that travel across the Borough to employment opportunities and services would increase due to a failure to provide houses near to many of the employment areas, resulting in a greater impact upon the environment than option 2.
- 12.13. As a result, it was determined that the Regeneration and Environment Local Plan would include a number of housing sites. The Council then decided not to identify a specific category from which potential sites should be selected but to identify a hierarchy for site selection to ensure that there is a focus upon the most sustainable areas for new housing development without restrictions which could prevent the need for housing within the Borough from being fully met.
- 12.14. This approach has been developed in the Housing Spatial Strategy (SP2), which confirms the Council's support for Core Area and developments within the conurbation while allowing other sustainable developments that will assist in meeting the housing requirement for the Borough. .

### **13. Appraisal of Alternative Options – Site Allocation Options**

- 13.1. The Council's adopted Core Strategy (2010) identifies the main locations for employment land within the Borough through Policy CS4, with the RELP providing additional clarity in relation to the development considered to be acceptable at these sites. As a result of the requirement for compliance with the Core Strategy, there were no reasonable alternatives for allocation as employment, or other uses. The review of the housing element of the Core Strategy has allowed for the consideration of a number of alternative sites to provide new dwellings within the Borough.
- 13.2. The Core Strategy Review Issues and Options document (2011) identified a number of areas of land with potential to be considered as future housing sites. These sites were shortlisted from a site selection exercise which involved an initial screening of sites included within the Council's Strategic Housing Land Availability Assessment (SHLAA) or other sites known to officers. This report does not include the details of all sites identified in the screening as the SEA Regulations require an assessment of all reasonable alternatives, not sites which are fundamentally unsuitable for housing development. The screening process ruled out sites that were not available or developable as it was considered that these sites did not constitute reasonable alternatives.
- 13.3. The potential housing sites identified within the Core Strategy Review Issues and Options were considered to constitute the reasonable alternatives for allocation. These sites were subject to an SA, which was published for consultation alongside the draft document.
- 13.4. The Core Strategy Review Issues and Options LDD included reference to a number of potential housing sites within the Core Area. These sites (Chandlers Wharf, Tees Marshalling Yard and Bowesfield North) had been identified as housing sites through the Adopted Core Strategy DPD. However, since the adoption of the DPD, the public investment required had become too uncertain to be relied upon to deliver development. The uncertainty surrounding the delivery of the sites had led to them being discounted as reasonable options for allocation and these sites were not included within the appraisals for the Core Strategy Review.
- 13.5. When considering site allocation options, it is acknowledged that all new housing development will inevitably involve an increase in resource use, emissions and waste generation. The SAs of the site allocations, therefore, focus upon the likely impacts resulting from the specific site location or policy requirements.
- 13.6. Appendix 6 provides details of the reasonable site options considered for housing sites throughout the development of the plan, including information on when they were considered and reasons for discounting those sites ruled out as housing allocations.
- 13.7. Tables 6 and 7 over leaf, provides a summary of the appraisals for all sites considered as potential housing sites within the Core Strategy Review Issues and Options and Preferred Options Drafts and the accompanying SA Draft Reports.



**Table 6- Summary of Site Appraisals from Issues and Options**

Site	SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10
Wynyard Park Estate	✓✓	X	XX	-	-	X	X	XX	XX	X
Wynyard Two	X/✓	X	X	XX	X	X	✓	XX	X	-
Land to the East of Wynyard	✓✓	X	X	-	-	X	X	XX	XX	X
North West Billingham	✓	✓	O	-	-	✓	✓	✓✓	✓	-
Billingham Bottoms	✓✓	✓✓	✓	-	-	O	XX	✓✓	✓✓	-
Harrowgate Lane	✓✓	✓✓	✓	-	-	✓✓	O	✓✓	✓	-
Yarm Back Lane	✓✓	X	X	-	-	O	O	O	X	-
West Preston	✓✓	X	XX	-	-	✓	X	XX	XX	-
Land South of Preston Farm	✓✓	✓	✓	-	-	O	O	O	✓	X
Land at Durham Lane Ind Est	X/✓	O	X	XX	X	O	✓	X	X	-
Land at Urlay Nook (1)	X/✓	✓	✓	XX	X	O	✓✓	✓	✓	-
Land at Urlay Nook (2)	✓	✓	✓	X	X	O	✓✓	✓✓	✓	-
West Yarm	✓✓	✓✓	✓	-	-	✓✓	✓✓	✓	✓✓	-
South West Yarm	✓✓	✓✓	✓	-	-	O	✓	✓	✓✓	-
South East Yarm	✓✓	✓	O	-	-	✓✓	✓	✓	O	-
Land at Ingleby Barwick	✓✓	X	X	-	-	✓	✓	O	X	-
Expansion of Villages	✓	X	X	-	-	O	X/✓	O	X	X/✓

Key			
✓✓	Potential for significant compatibility	XX	Potential for significant conflict
✓	Potential for some compatibility	X	Potential for some conflict
O	Neutral	-	No significant relationship

**Table7: Summary of Site Appraisals from Preferred Options.**

Site	SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10
Nifco – Yarm Road Gateway	?	✓	✓	?	-	-	✓	✓	✓	-
Urlay Nook	✓	✓	✓	?	-	✓	✓	✓	✓	-
University Hospital of North Tees	✓	✓	✓	-	-	✓	✓	✓	✓	-
Blakeston School	✓	✓	✓	-	-	✓	✓	✓	✓	-
Norton School	✓	✓	✓	-	-	✓	✓	✓	✓	-
Land off Leeholme Road	✓	✓	✓	-	-	✓	✓	✓	✓	-
Harrowgate Lane	✓	✓	✓	✓	✓	✓	✓	✓	✓	-
Land East of Yarm Back Lane	✓	✓	✓	-	✓	✓	✓	✓	✓	-
West Yarm	✓	✓	✓	-	-	✓	✓	✓	✓	-
South West Yarm	✓	✓	✓	-	✓	✓	✓	✓	✓	-
Wynyard Village	✓	?	?	-	-	✓/!	✓	✓	✓/!	✓
Wynyard Park	✓	?	?	✓	✓	✓	✓	✓	?	-
Green Blue Heart	✓	✓	✓	✓	-	✓	✓/!	✓	?	✓
North Shore	✓	✓	✓	✓	✓	✓	?	✓	✓	-
Northern Gateway	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Mandale Triangle	✓	✓	✓	✓	-	-	-	✓	✓	✓
Boathouse Lane	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

**Key** - ✓ Likely to be Compatible  
 ? Uncertain Impact  
 X Likely to Conflict  
 – No Relationship

## 14. Cumulative Impact of the Regeneration and Environment Local Plan Policies on the Sustainability Objectives.

- 14.1. The full details of the each individual policy is provided within Appendix 5 but it is also necessary to consider the cumulative impacts of the plan as a whole, in relation to the economic, social, environmental threads of sustainability. The main impacts will be outlined below and Table 8 provides a summary of the overall effects of the draft plan upon all of the Sustainability Objectives in the long term.

**Table 8- Summary of Policy Impacts**

Policy	Sustainability Objectives									
	SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10
SP1	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
SP2	✓✓	✓/X ?	✓/X ?	✓✓	✓	✓?	?	✓✓	✓	?
SP3	✓	✓✓	✓✓	✓	–	✓	✓✓	✓	✓	✓✓
SP4	✓	?	?	?	?	?	?	?	?	?
SP5	✓	?	?	?	?	?	?	?	?	?
SP6	✓	?	?	?	?	?	?	?	?	?
T1	✓	✓	✓	✓	✓	✓	?	✓✓	✓✓	?
T2	✓	✓	✓	✓	✓	✓	X/?	✓	✓✓	?
T3	✓✓	X/?	X/?	✓	–	–	XX	✓	X	?
T4	–	O?	O?	✓	✓	O?	–	✓	O?	–
SL1	–	–	–	–	–	✓	–	✓	–	–
SL2	✓	✓✓	✓✓	✓	–	–	X/?	?	–	X/?
SL3	✓	✓	✓	✓	✓	–	X?	✓	✓✓	X?
EMP1	✓✓	X?	X?	✓✓	✓/?	–	X?	✓	?	–
EMP2	✓✓	X/?	X/✓ ?	✓✓	✓/?	–	O	–	X/✓ ?	–
EMP3	✓	?	?	✓	–	–	✓✓	–	–	–
EMP4	✓✓	XX	XX	✓✓	✓	–	?	–	X	–
TC1	✓✓	✓	✓	✓	–	–	–	✓	✓	✓/?
TC2	✓	✓	✓	✓	–	–	–	✓	✓	✓/?
TC3	✓	✓	✓	✓	–	✓	✓	✓	✓	✓✓
TC4	✓	✓	✓	✓	–	–	–	✓	✓	✓?
TC5	✓	✓	✓	✓	–	–	–	✓	✓	✓?
TC6	✓	✓	✓	✓	–	–	–	✓	✓	✓
TC7	✓	✓	✓	✓	–	–	–	✓	✓	–
TC8	✓	✓	✓	✓	–	✓	–	✓	✓	–
PF1	–	✓	✓	–	–	✓✓	✓✓	✓	✓	✓
PF2	✓	✓	✓	✓	–	–	✓	✓	✓	✓
PF3	✓	?	?	–	–	✓	X/?	✓	?	✓
H1	✓✓	X	X	✓✓	✓	–	?	✓✓	O	?
H2	✓✓	✓	✓	✓	–	–	–	✓✓	✓✓	O
H3	✓✓?	O	✓	?	–	✓	✓	✓	✓✓	O
H4	✓✓	✓	✓	–	–	–	O	✓	✓	–

H5	✓✓	✓	✓	-	-	-	✓	✓✓	✓	-
H6	✓	✓	0	-	-	X	X	✓	✓	-
H7	✓	✓	✓	-	-	0	✓	✓	✓	-
H8	✓	✓	0	-	?	✓	0	✓	✓	-
H9	✓	✓	0	-	-	X	X	✓	✓	-
H10	✓	✓	0	-	-	✓	✓	✓	✓	-
H11	✓	✓	✓	-	-	-	✓	✓	0	-
H12	✓	✓	0	-	-	-	X	✓	✓	-
H13	✓	0	0	-	-	-	✓	0	0	-
H14	✓✓	0	0	-	-	?	✓	0	0	-
H15	✓	0	0	-	-	-	✓	0	0	-
H16	✓	✓	0	-	0	0	X	✓	✓	0
H17	✓	X/✓	X	-	✓✓	-	X?	✓✓	X	-
H18a	✓✓	✓	0	✓	✓	✓	X/✓ ?	✓✓	0	-
H18b	✓✓	✓	0	-	-	?	X/✓ ?	✓	✓	-
H19	✓✓	✓	0	✓	✓	✓	X/✓ ?	✓✓	0	-
H20	✓✓	✓	0	-	-	✓	0	✓	✓	0
H21	✓	✓	✓	-	-	0	✓	✓	✓	-
H22	✓	✓	0	-	-	-	0	✓	✓	-
H23	✓	✓	✓	-	-	-	✓	✓	✓	-
H24	✓	✓	0	-	-	0	?	✓	✓	-
H25	✓✓	✓	0	-	-	-	0	✓	✓	0
H26	✓?	✓	✓	X?	-	-	✓	✓✓	✓	0
H27	✓	✓	0	-	-	-	0?	✓	0	-
H28	✓✓	✓	0	-	✓✓	✓	0	✓✓	0	0
H29	✓✓	✓	0	-	-	-	0	✓	0	0
H30	✓✓	✓	0	-	-	-	✓	✓	0	-
H31	✓	✓	0	-	-	✓	X	✓✓	0	-
H32	✓✓	✓	0	-	-	0	0	✓	✓	0
H33	✓✓	✓	✓	-	-	-	✓	✓?	✓?	-
H34	✓✓	✓	✓	-	✓✓	✓✓	0	✓✓	0	0
H35	✓✓	X	X	✓	-	0	0	X	XX	0
H36	✓✓	✓	0	0	✓	-	0	✓	0	0
H37	✓	0	X	-	-	-	0	✓	0	0
H38	✓	✓	0	-	-	-	0	✓	0	-
H39	✓	✓	0	-	-	0	0	✓	0	-
H40	✓	-	-	-	-	-	-	✓✓	-	-
H41	✓	✓	✓	-	-	✓		✓✓	✓	-
ENV1	-	✓	✓	-	-	✓	✓✓	✓	✓	✓
ENV2	-	✓	✓	-	-	✓	✓✓	-	-	-
ENV3	✓	✓	✓	-	-	✓	✓	✓	✓	✓
ENV4	-	-	-	-	-	-	✓✓	✓	✓	✓
ENV5	✓	-	✓	-	-	-	✓	-	-	✓

ENV6	✓	X	O	✓	-	-	✓	✓	X	✓
ENV7	✓	-	-	✓	-	✓	✓	-	-	-
ENV8	✓	✓	✓	-	-	-	✓	-	-	-
HE1	✓/?	-	-	-	-	-	-	✓/?	-	✓✓
HE2	-	-	-	-	-	-	✓	-	-	✓
HE3	X/?	-	-	-	-	-	✓	✓/X ?	-	✓
HE4	-	-	✓	-	-	-	-	-	-	✓
HE5	-	-	-	-	-	-	-	-	-	✓

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		

### Summary of Significant Economic Impacts

14.2. The Sustainability Objectives whose assessment criteria primarily relates to economic impacts are considered to be:

- SA1: Strengthening the Stockton Borough economy
- SA4: Developing a more sustainable employment market

The key features of the relationship between the plan and these objectives are identified below.

- The plan allocates significant land for housing and employment uses that will have a significantly positive impact upon the economy of the Borough;
- The allocation of substantial areas of land for housing will have a positive impact upon the employment market, in addition to the benefits of the allocation of land for employment and office uses;
- The policies relating to town centre uses and development will also have a positive impact on the economy through allowing business development while maintain the viability and vitality of the main retail centre;
- The major road improvement schemes will open up further areas for development and improve access to existing area, leading to a significant positive impact;
- Only one policy results in a small negative impact (HE3) through the likely restriction of development in small character areas.

14.3. The localised negative impact of HE3 is vastly outweighed by the substantial positive benefits and the plan as a whole will be significantly positive for the economy of the Borough.

## Summary of Significant Social Impacts

14.4. The Sustainability Objectives whose assessment criteria primarily relates to social impacts are considered to be:

- SA5: Establishing a strong learning and skills base
- SA6: Improving health and well-being while reducing inequalities in health.
- SA8: Building sustainable communities in the Stockton Borough
- SA9: Developing sustainable transport and communication

The key features of the relationship between the plan and these objectives are identified below.

- The delivery of over 8000 dwellings over the plan period will make a significant contribution to the mix of housing available within the Borough;
- Large housing sites will deliver facilities and services, such as primary schools and retail centres that will also support existing communities;
- Overall, the plan is likely to lead to an improvement in access to education, through the provision of new primary schools and increased training opportunities from employment related development;
- The requirement to provide all types of open space with housing development will increase opportunities for recreation and healthy lifestyles;
- Increasing sustainable transport links will significantly improve access to services and facilities as well as opportunities for recreation;
- The allocation of new housing in Wynyard village will lead to the provision of new services and facilities, which will benefit the existing community;
- The development at The Wellington Club will rely heavily upon the private car as it will not have access to public transport and will be remote from services in the Wynyard area.

## Summary of Significant Environmental Impacts

14.5. The Sustainability Objectives whose criteria primarily relates to environmental impacts are considered to be:

- SA2: Adapting to and mitigating against climate change
- SA3: Living within environmental limits
- SA7: Safeguarding and enhancing Stockton Borough's environmental infrastructure
- SA10: Promoting, enhancing and respecting Stockton Borough's culture and heritage.

The key features of the relationship between the plan and these objectives are identified below.

- The cumulative impact of all the allocations in the borough will result in more houses and therefore more households taking trips by private car. This will increase traffic, congestion and contribute to climate change. This will be in part be mitigated by locating the vast majority of the proposed allocations in the existing urban area, in sustainable locations close to services and facilities;
- Limiting development in rural areas will protect greenfield land, the landscape and environmental infrastructure and will reduce travel by

- private car, thereby limiting the impact of development on climate change;
- The provision of renewable energy schemes in Borough will contribute towards mitigation for climate change;
  - The allocation of development land at Durham Tees Valley Airport will support increased air travel, leading to emissions and resource use;
  - Large road schemes have significant potential to be damaging for the local environment and will require mitigation. In particular, the Portrack Relief Road will lead to the loss of part of the Portrack Marshes Local Wildlife Site and will increase air pollution and disturbance on the remaining area of the LWS without;
  - Safeguarding open space and recreation facilities will also protect important green infrastructure with environmental benefits;
  - The plan contains policies which will have a significant benefit for the protection of environmental infrastructure and heritage assets.

## 15. Consideration of Negative Impacts.

15.1. The potential for significant conflict between a policy and the SA Objectives occurred on the following occasions:

- Policy T3 – Highway Infrastructure – There is likely to be a significant adverse impact upon the environmental infrastructure of the Borough (SA7) through the provision of a number of large road schemes. In particular, the construction of the Portrack Relief Road will involve the development of land within the boundary of the Portrack Marshes Local Wildlife Site. The road schemes will also increase traffic and air pollution affecting parts of the remaining area of the LWS and Billingham Beck Valley Country Park, which is adjacent to the section of the A19 intended for widening. However, the scheme is considered to be necessary to deliver other significant developments with significant regeneration and economic benefits and significant ecological mitigation will be required to off-set any harm.
- EMP4 – Airport Related Uses - This policy supports air travel and has the potential to increase air pollution and resource use and is in conflict with SA 2 and 3. The scale of air pollution increase will depend upon the nature of proposals coming forward and the allocation has significant economic and employment benefits.
- H35 – The Wellington Club – The allocation of this site is considered to have a significant negative relationship with SA9 due to the lack of a public transport in the Wynyard area and the remoteness of the site from services and facilities, other than the exclusive golf club. The allocation does, however, have significant benefits for the local economy due to the provision of a 5 star golf hotel, which is unique in the Borough.

15.2. Other potential negative impacts occur on the following occasions:

- SA1 -The plan is likely to be of significant benefit to the economy of the Borough, however, there is potential for a small localised impact from Policy HE3, which will restrict development within the Character Areas.
- SA 2 and 3 – A number of the policies within the plan will lead to negative impacts upon SA Objectives 2 and 3, which are closely related due to the influence of increased car travel. These impacts come from the expansion of housing and employment land, from the allocation at the Wellington Club (H35), which is without access to public transport, and from policy T3. There is some uncertainty with the relationship of the objectives with T3, as the provision of a new road is likely to lead to an increase in air pollution and the loss of greenfield land but the aim of the road schemes is to reduce congestion in other areas.
- SA 4 – The only potential for conflict with Objective SA4 comes from Policy H26, which retains land at Allens West as a commitment for 845. This development will require the relocation of existing businesses from the site and is likely to reduce the number of employment opportunities in the area. However, there is some uncertainty over this impact as it will



depend upon whether the businesses choose to remain within the Borough.

- SA6 – Two housing allocations (H6 and H9) have the potential to impact negatively upon this objective. These policies will lead to development on part of areas of open space, but this is not a significant impact as useable areas of the open space will remain.
  - SA7 - Negative impacts in relation to this objective have been identified as a result of Policies H6, H10, H12 and H16. These impacts are as a result of loss of open space. These spaces will provide green infrastructure within the conurbation but are not identified as having significant landscape or biodiversity value.  
It has also been identified that there is potential for negative impacts but without certainty in the cases of Policies T2, SL2, SL3, EMP1 and PF3. This has occurred because the developments supported by these policies have the potential to lead to an environmental impact or be located in sensitive locations but the impacts depend upon the details of the developments that may come forward.
  - SA8 – It has been identified that the development of housing at The Wellington Club (H35) will support building sustainable communities in the Borough due to the exclusive nature of the development and the location of the housing without access to services, or facilities.
  - SA9 – Negative impacts are identified as a result of Policies T3, EMP4 and H35. Policy T3 safeguards land for large road schemes which are likely to increase the attractiveness of car travel, EMP4 supports air travel and H38, as previously discussed, relates to a housing development with a heavy reliance on the private car.
  - SA10 – It has been identified that policies SL2 and SL3 have the potential to impact upon SA10 in a negative way, but there is no certainty as the policies support developments which may have an impact upon the historic environment but the scale and nature of the impacts will depend upon the details of the schemes coming forward.
- 15.3. The policies of the RELP will continue to be monitored through the Sustainability Appraisal process and mitigation measures can be proposed that will reduce or overcome potential conflicts.

## **16. Mitigation**

- 16.1. The role of the SA in influencing policy development through the all stages of the plan has allowed the inclusion of specific policies or individual requirements within the Publication Draft that will minimise or counteract previously identified impacts. These include site specific requirements listed within allocation policies, such as the provision of noise attenuation, flood mitigation or landscape buffers on housing sites. In addition, the plan contains specific policies, which seek to reduce or avoid the potentially harmful impacts of development, such as ENV2: Natural Environment which requires compensatory measures for damaging development.
- 16.2. As a result of the inclusion of mitigation measures within the policies of the Regeneration and Environment Local Plan, the plan as a whole will avoid any significant negative impacts.

## **17. Assumptions and Limitations**

### **Assumptions**

17.1. The SA relies on an element of subjective judgement and predictions about how development in the borough will affect the local environment and patterns of behaviour. In order to carry out the SA, a number of reasonable assumptions were made. These include:

- Promoting development in accessible locations will reduce the number of car trips, and therefore reduce the impact on climate change by reducing emissions and fuel consumption;
- Encouraging investment in the borough will result in increased job opportunities for local people;
- Development may have negative effects on the environment due to the consumption and transportation of raw materials in construction, the use of natural resources and the production of waste over the lifetime of the development;
- Where developments have pedestrian or cycle links to services and facilities or access to open spaces, residents will be encouraged to make more journeys on foot or by bicycle and to be active outdoors in open space, thus promoting healthy lifestyles;
- The loss of areas of open space will reduce opportunities for healthy pursuits and will lead to a negative impact upon health and well-being.

### **Limitations**

- The role of the RELP, in providing the site allocations and other policies to deliver the aims and objectives of the Adopted Core Strategy, has limited the scope of the SA to influence the development of the policy options;
- The requirement to provide for the identified housing need of the Borough and the limited pool of viable and deliverable housing site options has impacted on the ability of the SA to influence the selection of site options;
- To assist in the appraisal, proximity to service information was gathered for each site. Proximity to facility information (including health care, education, park/recreation and retail centres) was established using the Integrated Transport Network (ITN) on 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. This system does include limitations as, while this approach takes account of barriers to movement such as rivers and railway lines, the network does not contain footpaths and cycle ways that do not follow roads, this data, with this level of detail, is not yet available for ITN analysis;
- In many cases, the impacts of the policies remain unclear. This has occurred where the policy expresses support for a type of development, where the details of the developments are not specified. In many cases these

uncertainties cannot be resolved until the scheme and projects progress to planning application stage.

## **18. Implementation and Monitoring**

- 18.1. 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 Authorities Monitoring Report (AMR), which should set out the extent to which the policies and objectives of the LDDs and SPDs making up the Local Plan are being achieved. Many of the impacts monitored as part of the RELP will be included in the AMR.
- 18.2. The process of monitoring is important to identify whether the RELP is having any adverse effects on the environment, local communities and the economy of the Borough. In addition to identifying the effects of the RELP 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.
- 18.3. 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 are 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. (ODPM, 2005)

## Appendix 2 – Relevant Plans and Programmes

Other Relevant Plans, Programmes and Sustainability Objectives	Title	Key Aims, Themes or Objectives
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 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.	This Directive was adopted in December 2006 and is intended to protect groundwater against pollution and deterioration. The key provisions of the Directive include; <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> This Directive is the daughter Directive to the Water Framework Directive 2000/60/EC.
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	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: <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> 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.
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 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 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	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. The strategy focus is on the need to: <ul style="list-style-type: none"> <li>• Limit climate change and increase the use of clean energy;</li> <li>• Address threats to public healthy (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	The EBS aims to anticipate, prevent and address the causes of significant reduction or loss of biodiversity at source. 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. The EBS is developed around four major themes: <ul style="list-style-type: none"> <li>• Conservation and sustainable use of biological diversity</li> <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> The EBS emphasises the important role of spatial planning in the conservation and sustainable use of biodiversity. In addition to this strategy, several Biodiversity Action Plans (e.g. for natural resources, agriculture

		and fisheries) have been prepared by the European Commission.
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	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.
International	EU Climate and Energy Package 2009.	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.
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)	<p>The NPPF sets out the Governments planning policies for England and how these are to be applied. It must be taken into account in the preparation of local and neighbourhood plans and is a material consideration in planning decisions.</p> <p>The framework includes a presumption in favour of sustainable development and requires that local planning authorities seek to achieve the economic, social and environmental dimensions of sustainable development.</p>
National	Planning Policy for Traveller Sites (2012)	This sets out the Governments planning policy for Traveller sites and is to be read in conjunction with the NPPF. It requires local planning authorities to provide pitches to address the needs of

		Gypsies, Travellers and Travelling Showpeople.
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 SSSIs. 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 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	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: -Reduce greenhouse gas emissions to 12.5% below 1990 levels, 20% reduction in CO2 below 1990 levels by 2010 and 60% by 2050. -Waste - At least 25% of household waste to be recycled or composted by 2005/6 and more by 2008 -Increase use of public transport by 12% by 2010 (from 2000) -Raising average energy efficiency of homes by 1/5 by 2010 (from 2000).
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	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. Key targets in the strategy include: <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	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. It highlights the need to- <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> <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 sewerage 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, 2004-2006	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 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	“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- <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.
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 the NPPF.
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 green house 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: <ul style="list-style-type: none"> <li>▪ Promote a new holistic approach towards the historic environment by creating a single designation regime that is simple and easy to understand;</li> <li>▪ Improve designation by involving the public in decisions about what is protected and how, and by making the process simpler and quicker; and</li> <li>▪ 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.</li> </ul>
National	Sport England Strategy 2008-2011.	The strategy has an ambition to create a world leading community sports system through the delivery of three key outcomes. These will focus upon increasing sporting talent, sustaining current participants in sport and increasing regular participation in sport.
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.
Regional	Integrated Regional Framework for the North East (Sustaine 2008)	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 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 Spatial Strategy for the North East (Regional Assembly, July 2008)	The RSS for the North East sets out the Regional Policy Framework, outlining the region's main characteristics. It emphasises the key challenges in the North East. Objectives of the RSS include: managing structural economic change and maximising productivity; increasing community involvement; linking with Universities and Colleges; stemming and reversing population decline; harnessing the environment's economic and regeneration potential; providing an inclusive range of housing; improving health and tackling health inequalities; tackling the impacts of and adapting to climate change; protecting and enhancing key environmental assets whilst harnessing the environment's economic and regeneration potential; improving accessibility, changing travel behaviour and addressing transport constraints. Key targets and indicators include: <ul style="list-style-type: none"> <li>• Reducing regional disparities through re-skilling and increasing economic participation and improving the quality of life;</li> <li>• Continue economy's transition from industrial heritage of mining and shipbuilding to more information based industries and service sector;</li> <li>• Maximising productivity;</li> <li>• Reducing unemployment;</li> <li>• Tackling low demand and regenerating deprived areas;</li> <li>• Providing an inclusive range of housing;</li> <li>• Tackling impacts of and adapting to climate change;</li> <li>• Improving accessibility.</li> </ul>
Regional	Regional Economic Strategy (One North East, 2006)	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: <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> </ul>

		<ul style="list-style-type: none"> <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 businesses.</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> <p>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.</p> <p>The strategy target for the Tees Valley area by 2010 is to have 138 megawatts of renewable electricity capacity installed.</p>
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 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 extant 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.</li> </ul> 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: <ul style="list-style-type: none"> <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 redevelopment schemes, and should help to integrate development with surrounding townscape and landscape, and with adjoining communities;</li> <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	The overall aim of the Stockton Middlesbrough Initiative is to create and develop a new city region within the Tees Valley that will: <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> The development framework includes four key stages which are as follows: <ol style="list-style-type: none"> <li>1. Expanding the urban centres;</li> <li>2. Creation of the blue-green heart;</li> <li>3. Connectivity and infrastructure; and</li> <li>4. Development.</li> </ol> The SMI breaks down into the following focused development zones: Stockton East; Middlesbrough West; Portrack Riverside; Teescity Park; and South Riverside. The SMI framework includes a number of short, medium and long-term infrastructure projects.
Sub- Regional	Tees Valley Strategic Housing Assessment Final Draft September 2008	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.
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 Resilience Project.	The project will provide a sub-regional assessment that takes into account cross-boundary climate 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 adaptation 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	The Core Strategy sets out the overarching policies for the development and growth of the Borough

	Plan Document 2010	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	Environmental Policy 2007-2011 (Stockton-on-Tees Borough Council, 2007)	<p>The Policy has identified a number of key areas of influence where the Council can make a difference. These include:</p> <ul style="list-style-type: none"> <li>• Energy use and climate change;</li> <li>• Transport;</li> <li>• Waste and recycling;</li> <li>• Water consumption;</li> <li>• Built environment;</li> <li>• Contaminated land;</li> <li>• Sustainable communities; and</li> <li>• Air quality and pollution.</li> </ul> <p>Under each of the key areas of influence the Council has outlined actions and targets. The following are of particular relevance to the LDDD:</p> <ul style="list-style-type: none"> <li>• Explore the possibility of developing renewable energy technologies to Become, as much as possible, self sufficient;</li> <li>• Ensure all new Council buildings achieve BREEAM 'very good' rating;</li> <li>• Encourage the redevelopment of potentially contaminated land ensuring that measures are put in place to minimise pollution and other environmental effects;</li> <li>• Conduct sustainability appraisals of significant new strategies and policies; and</li> <li>• Develop policies to ensure that current and future air quality targets are met.</li> </ul>
Local	Stockton-on-Tees Council Plan 2007- 2010	The Council Plan sets out the Council's performance management process and aims to ensure that Stockton Borough's population receive benefits and services to improve their quality of life. The Council's Best Value Performance Indicators are published as part of the Council Plan. The BVPI's set out a series of short, medium and longer-term targets that will help improve the sustainability of the Borough. These indicators have also been used to inform the baseline data.
Local	Local Transport Plan 2: 2006- 2011 (Stockton-on-Tees Borough Council)	<p>The LTP contains a set of five priorities, which are as follows: accessibility; congestion; road safety; air quality; and quality of life. The LTP contains a number of targets and aims including, inter alia:</p> <ul style="list-style-type: none"> <li>• Improving opportunities for all to access health, education, jobs, leisure and food outlets;</li> <li>• Reduce the rate of traffic growth in the borough;</li> <li>• Reduce the incidence and severity of casualties on the Borough's roads;</li> <li>• Reduce the risk posed to health by traffic related pollution; and</li> <li>• Improve transport's contribution to our community's quality of life.</li> </ul>
Local	Stockton Renaissance Sustainable Community Strategy 2008- 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> </ul>

		<ul style="list-style-type: none"> <li>▪ Enhanced wellbeing 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>
Local	Housing Strategy 2008- 2011 (Stockton-on-Tees Borough Council)	<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 has four strategic objectives which are as follows:</p> <ol style="list-style-type: none"> <li>1. Rejuvenating the housing stock;</li> <li>2. Providing choice and quality;</li> <li>3. Improvement and maintenance of existing housing; and</li> <li>4. Meeting specific community and social needs.</li> </ol>
Local	Stockton-on-Tees Borough Council Sports Strategy 2003- 2008	<p>Targets and actions set out in the strategy include, inter alia,:</p> <ul style="list-style-type: none"> <li>• Enable more disabled people to participate in sport with all facilities to comply with the disability discrimination act by 2007/08;</li> <li>• Increase participation in sport by young people through holiday courses and participation in youth games;</li> <li>• Increase the stock and quality of sports facilities available by ensuring adequate sports provision is provided as part of any new development and supporting a viable and vibrant independent</li> </ul>

		leisure sector; and <ul style="list-style-type: none"> <li>• Maximise inter departmental working within the local authority to secure support for sport through wide range of funding by accessing funds from other sources i.e. New Deal, Neighbourhood Renewal Funds.</li> </ul>
Local	Stockton on Tees Borough Council Sport and Active Leisure Strategy 2009 – 2014	The Draft 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.
Local	Stockton on Tees Borough Council Planning Policy Guidance 17 Local Needs Assessment	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.
Local	Stockton-on-Tees Borough Council Contaminated Land Inspection Strategy (May 2007)	The Contaminated Land Inspection Strategy has the following objectives: 1. Ensure that the approach to historic pollution of land is rational, ordered and efficient; 2. Ensure that the approach to historic pollution of land is proportionate to the seriousness of any actual or potential risk; 3. Seek to ensure the most pressing and serious problems are located first; 4. Ensure that resources are concentrated on investigating in areas where the authority is most likely to identify contaminated land; 5. Ensure that the local authority efficiently identifies requirements for the detailed inspection of particular areas of land; 6. Inform all stakeholders of any action to be taken in relation to contaminated land having regard to the communication strategy; 7. Inform the Environment Agency of progress of the strategy implementation for the state of contaminated land report; and 8. 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. Strategy identifies four priority categories of land: <ul style="list-style-type: none"> <li>• PC1 = 68 sites (greatest priority)</li> <li>• PC2 = 1630 sites</li> <li>• PC3 = 204 sites</li> <li>• PC4 = 12 sites</li> </ul> One target of the strategy is to complete initial inspection of all preliminary priority category two, three, four sites.
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	The purpose of the Green Infrastructure Strategy will be to promote the importance of the

	Infrastructure Strategy (Draft)	environment and to identify priorities for the future management and development of the Borough's green infrastructure. 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.
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> £15,722 average per head of population in the Borough	<u>2008</u> 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> Stockton was ranked 3 <sup>rd</sup> in the North East for productivity with a score of 13172.	<u>2001</u> 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> 36 business registrations per 10,000 residents.  <u>2006</u> 9.3% new VAT registrations and 8.3% de registrations = net increase of 35 businesses	<u>2009</u> Registrations per 10,000 residents 32 in Tees Valley 31 in North East 48 in Great Britain  <u>2006</u> 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, DTI Small Business Service, sourced from NOMIS. Stockton Renaissance Vision 2020.



1.iv)	Statistical range of earnings	<u>2001- 2</u> 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> 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> £311.60	<u>2008</u> Median weekly pay at the national level was £479.	<u>2008/ 09 Target</u> £316 (1.7%)  <u>2009/10 Target</u> £322 (2%)  <u>2010/ 11 Target</u> £339 (2.25%)	Annual Survey of Hours and Earnings (ASHE) Stockton-on-Tees Regeneration Section. Targets from former National Indicator 166.
1.vi)	Percentage of working age people receiving key benefits	<u>2009</u> Stockton: 16.1%	<u>2009</u> Tees Valley 18.9% 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	TVU, Nomis. Regeneration Strategy for the Stockton Borough 2007- 2012

				2007- 2012).	
1.vii)	Vacancy Rates in Stockton-on-Tees Borough	<p><u>2014</u> The vacancy rate in Stockton shopping frontage was 18.59%.</p> <p>In Yarm shopping frontage 3.23% of units were vacant.</p> <p><u>2007</u> In Billingham town centre 15.5% of units were vacant.</p> <p>In Thornaby town centre 10% of units were vacant.</p>	<p><u>2012</u> The vacancy rate for Middlesbrough Town Centre was 21% with 18% in the shopping frontage</p> <p><u>2007</u> The percentage of units at the national level that are vacant was 10.83%.</p>	To deliver the regeneration of both Thornaby and Billingham town centres.	<p>Stockton Borough Council</p> <p>NLP Street Survey, 2007</p> <p>Experian Goad Plan: Retailing, 2007.</p> <p>Middlesbrough AMR 2011/12</p>

### 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	<p><u>2005</u> 2920 kilo tonnes with 398 kT from transport and 2088 kT from industrial and commercial activities.</p>	<p><u>2006</u> Nationally in 2006 business emitted 196 million tonnes of carbon dioxide; residential 149 million tonnes; transport 157 million tonnes, and other 53 million tonnes.</p>	The Covenant of Mayors' commitment is to reduce greenhouse gases emissions by 21% below 2005 levels by 2020.	<p>Stockton on Tees Sustainable Energy Action Plan.</p> <p>Tees Valley Climate Change Strategy.</p> <p>DEFRA.</p>
2.ii)	Place- based	<u>2005</u>	<u>2007</u>	The Covenant of	Stockton on Tees

	carbon dioxide emissions	Stockton-On-Tees emitted roughly 2920 kilo tonnes (kT) of carbon dioxide (or equivalent).	The UK emitted approximately a total of 555 million tonnes of carbon dioxide in this year.	Mayors' commitment is to reduce greenhouse gases emissions by 21% below 2005 levels by 2020.	Sustainable Energy Action Plan. Tees Valley Climate Change Strategy. DEFRA.
2.iii)	Domestic energy consumption	<u>2005</u> Domestic carbon dioxide emissions for Stockton on Tees were 434kT.	<u>2005</u> 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. Tees Valley Climate Change Strategy. DEFRA.
2.iv)	Domestic water consumption	<u>2008</u> 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> 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) Environment Agency (2008). Office of Water Services (2007).
2.v)	Properties at risk of flooding	<u>2007</u> Environment Agency maps show over 2,700 properties are at risk in the Stockton Borough from a 100-year event from the Tees.	<u>2008</u> Around 5 million people, in 2 million properties, live in flood risk areas in England and Wales.	Tidal Tees Valley Flood Risk Management Strategy (2005) target is "no increase in properties at risk of flooding."	Tees Valley Strategic Flood Risk Assessment (2007). Environment Agency (2008).
2.vi)	Number of planning applications approved contrary	<u>20012/13</u> During this period, 127 applications were	<u>2006/ 07</u> Local planning authorities in England gave permission for 13	No applications approved contrary to Environment Agency	Stockton-on-Tees Borough Council AMR.

	to the advice of the Environment Agency where objections were made on flood risk grounds or water quality	approved on which the Environment Agency were consulted. Of these applications, none were approved contrary to Environment Agency advice.	major developments to go ahead during 2006/07 against Environment Agency advice on flood risk.	advise on flood risk.	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 Boro Council  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.	No information available	Not Available	Increase the % of major applications granted approval incorporating appropriate SUDS	<u>Stockton on Tees Borough Council</u>

	Major applications are defined as 10 dwellings or above for residential and 1000 sq meters or above for non-residential.				
2.x)	Renewable energy capacity	<u>2008</u> 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> 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>2012/2013</u> 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)	<u>2007</u> Stockton's ecological	<u>2007</u> The UK average was calculated as	Planning decisions would ensure more	Stockholm Environment Institute,

	per capita)	footprint was calculated in 2007 as 10.88t/cap.	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.	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 considerable renewable energy potential of the North East.	2007.
3.ii)	Household waste production	<u>2012/13</u> The total household waste production for the Borough in metric tonnes was 81,971.	<u>2006/ 07</u> Nationally the total household waste production in metric tonnes was 25,775,081.  <u>2009/10</u> In Middlesbrough 79,901 tonnes was produced.	Achieve 30% domestic waste recycling by 2010.	Stockton-on-Tees AMR 2007/ 08. Department for Environment, Food and Rural Affairs. Middlesbrough Council SA
3.iii)	Disposal routes for municipal waste (landfill, incineration, recycle)	<u>2012/23</u> Around 0.7% of waste from Stockton goes to landfill; 68.87% goes to energy from waste plants; and 28.9% gets reused or recycled.	<u>2004</u> 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%	A target has been set to achieve 30% recycling of domestic waste by 2010 in the Stockton Climate Change Action Plan. EU target = 20% reduction in the	Stockton-on-Tees AMR. Joint Strategy Unit Management Strategy, 2008. DEFRA. Middlesbrough Council SA

			agriculture (incl fishing).  <u>2009/10</u> In Middlesbrough 16% went to landfill, 51% to energy from waste and 24.93% for reuse or recycling.	volume of waste from all sectors going to landfill. EU target = by 2010 reduce the amount of biodegradable municipal waste going to landfill to 75% that produced by 1995	
3.iv)	Previously developed land that is vacant and/ or derelict	<u>2006</u> Stockton = 499 ha	<u>2006</u> North East = 2,552 ha England = 31,180 ha	PPS3 – Requires 60% of new housing to be provided on previously developed land annually.	Data sourced from NLUD/DCLG 2006
3.v)	Housing developed on PDL	<u>2012/13</u> 76.98% of new and converted dwellings were built on previously developed land. <u>2009/2010</u> 69.99% of new and converted dwellings were built on previously developed land	<u>2008 - 2009</u> North East = 77% 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 ANEC Regional AMR 2008/2009 National figures sourced from Defra

#### 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>2012/13</u> 69.4% of the working age population of	<u>2012/13</u> The North East rate was 66.5% with 71.1% employed nationally.	Maintain national average position for employment levels	Annual Population Survey, June 2010. TVU

		Stockton Borough were employed.  <u>2009/10</u> 70.5% of the working age population of Stockton Borough were employed.	<u>2009/10</u> The Tees Valley rate was 65.2%, the North East rate was 66.3% and the national rate was 70.5%.	(Regeneration Strategy for Stockton, 2007- 2012) Increase the overall employment rate from 73.2% in 2007 to 74.1% by March 2011(Council Plan)	
4.ii)	Economic activity rate	<u>2012/13</u> Of the working age population 78.3% were economically active.  <u>2009/10</u> Of the working age population 76.9% were economically active.	<u>2012/13</u> Of the working age population 74% are economically active in the North East with 77.3% nationally.  <u>2009/10</u> 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. TVU
4.iii)	Worklessness Rate	<u>2009</u> The worklessness rate of the working age population was 29.5% in Stockton.	<u>2009</u> 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> 22.1% Data for this indicator set is available from LSC as a Tees valley report, but not available at a local authority	<u>2007</u> 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	Skills and employability are key drivers in improving the economic performance of the sub-region and various targets for	Learning and Skills Council (2007) Target: National Indicator NI174.  National Employer Skills Survey for



		level.	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 average.  <u>2009</u> National – 19% North East – 20%	participation and achievement might be expected to contribute to reducing skills gaps. There are no targets for LSC to reduce skills gaps for NI 174 in the Tees Valley. It is likely that the next revision of the MAA will cover both skills and employability.	England (2009)
4.v)	Three year survival rate of VAT registered businesses	<u>1995- 2002</u> 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> 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> The population in this period increased by 4.9%. <u>2001- 2005</u> The population in this period increased by	<u>1991- 2001</u> The population in this period decreased by 0.6% in the Tees Valley. <u>2001- 2005</u> 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	Tees Valley JSU. Office of National Statistics

		4.9%.		neighbourhoods are places where people want to live not leave.	
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#### 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> 70.6% of adults of working age had NVQ Level 2 or above qualifications.	<u>2009</u> 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. Department for Work and Pensions  TVU
5.ii)	Percentage of working age adults with no qualifications	<u>2009</u> 14.5% of adults of working age had no qualifications in the Stockton Borough.	<u>2009</u> 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.  TVU
5.iii)	Percentage of working age adults with NVQ Level 4 or above qualifications	<u>2006</u> 28,100 or 25.3% of adults of working age had NVQ Level 4 or above qualifications.	<u>2006</u> 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 Wellbeing 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> Life expectancy at birth for males 76.9 years. Life expectancy at birth for females 81.2 years.	<u>2004-2006</u> Life expectancy at birth for males in the North East Region 75.80 years, and in England 77.32 Years. Life expectancy at birth for females in the North East Region 80.10 years, and in England 81.5 years.  <u>2006-2008</u> 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> Circulatory disease mortality rates per 100,000 population 198.5.	<u>2006-2008</u> 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> Cancer mortality rates per 100,000 population 134.3	<u>2006-2008</u> Cancer mortality rates per 100000 population in England 114.0	Sustainable Community Strategy aims to narrow the gap between Stockton mortality rates from cancers and national levels.	Department of Health 2006-2008
6iv)	Self-reported	<u>2008</u>	<u>2008</u>	No target as yet.	CLG, Place Survey

	measure of people's overall health and wellbeing.	71.4% say their health is very good.	70.4% in the North East Region and 75.8% in England say their health is good or very good.		
6v)	Percentage of adults participating in 3 x 30 minutes sports and physical activity per week.	<u>2008-2009</u> 22.7% of adults in the B... participate in 3 x 30 mins or physical activity per w...	<u>2008-2009</u> 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> 69.9% of adult residents satisfied with the leisure	<u>2008-2009</u> 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> 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.	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

		Approximately 1000 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.			species. Data 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> 49.94% in favourable condition, 37.26% in unfavourable, recovering condition 8.9% in unfavourable, no change, condition and 3.9% destroyed	<u>2011</u> Whole of England 36.59% favourable 59.94% unfavourable recovering 2.3% unfavourable no change 1.15% unfavourable declining 0.03% destroyed For the North East Region 21.35% favourable 77.47% unfavourable recovering 1.01% unfavourable no change 0.16% unfavourable declining 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> None	Not yet Available	No sites to be damaged or destroyed through development.	Stockton Borough Council AMR. Tees Wildlife Trust
7 iv)	Proportion of Local	<u>2009/10</u>	Not yet available	Target not yet set	Stockton Borough

	Sites where positive conservation management has been or is being implemented.	Of the 58 Local Wildlife Sites, 29% are undergoing positive conservation management or have done in the last 5 years.			Council.
7v)	Air quality	<u>2004-2007</u> All statutory air quality levels are being met. There are no air quality management areas within the Borough or adjoining Boroughs.	Not available.	Targets are outlined in the National Air Quality Strategy	Tees Valley Environmental Protection Group, Progress Report 2008: Air Quality in the Tees 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> 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 Borough level.	<u>2008</u> Target reached for Entry Level Stewardship and Organic Entry Level Stewardship combined East 81%, East Midlands 77%, Yorkshire and Humber 72%, North East 69%,	3.5m ha at Entry Level Stewardship (64% of target) 167000ha Organic Entry Level Stewardship (49% of	Environmental Stewardship Review of Progress 2008 Defra, Natural England.

			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.	target) 66000ha Higher Level Stewardship (33% of target)	
7ix)	Percentage of the population within 1km of an area of urban natural greenspace.	<u>2008</u> 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> 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.	<u>2008 –2009</u> No significant developments were approved within the North East	Target not yet set	Stockton Borough Council. 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> 67% of residents in Stockton-on-Tees Borough are satisfied overall with the area as a place to live.	<u>2006-2007</u> 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> 94% of residents feel	<u>2006</u> The percent of residents that feel	The Sustainable Communities	Ipsos Mori, 2006, Stockton-on-Tees

		safe outside during the day and 54% of residents feel safe after dark.	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.	Strategy aims to increase the number of people who feel very safe or fairly safe outside during the day and after dark.	Borough Council
8iii)	Crime rates	<u>2006-2007</u> Overall crime rate 93.5 per 1000 population Violent Crime 19.8 per 1000 population. Burglary 10.2 per 1000 households. Vehicle theft rate 8.8 per 1000 population	<u>2006-2007</u> Overall crime rate in the Tees Valley 122.5 per 1000 population and nationally 101.5 per 1000 people. Violent crime 26.3 per 1000 population in the Tees valley and nationally, 22.5. Burglary in the Tees Valley 13.9 per 1000 households 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> The percentage of non-decent council homes in the Borough is 18.1%.	<u>2006</u> 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)  DCLG 2006 (English House Condition Survey and Landlord Returns.)
8v)	Households in Fuel poverty	<u>2007-2008</u> To tackle fuel poverty a new national indicator has been introduced to	<u>2005-2006</u> The estimated number of households in fuel poverty in the UK rose by around 1 million between	National indicator target not yet set as 2008-2009 is the baseline year	National Indicator 2007-2008 (SBC)  Defra, UK Fuel



		<p>identify the percentage of people receiving income based benefits living in homes with low energy efficiency. 0.89% of people in receipt of income benefits have low energy efficiency, 55.64% of people in receipt of income benefits have high energy efficiency.</p>	<p>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.</p> <p>Increases are largely due to a rise in fuel prices, which have not been fully met by a rise in incomes or energy efficiency.</p>		Poverty Strategy 2008
8vi)	Housing affordability	<p><u>2012/13</u> 246 units of a total of 756 constructed within 2012/13 were affordable. This equates to 32.54%</p> <p><u>2006</u> £149677 was the average house price for the Borough in 2006 for all housing types. House Price to earnings ratio by residence in the Borough was 6 in the fourth quarter of 2006.</p>	<p><u>2006</u> £132762 was the average house price for the Tees valley in 2006. £207573 was the average house price for England and Wales in 2006 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.</p>	No target as yet.	<p>JSU Land Registry 2006</p> <p>JSU Land Registry/ASHE 2006</p> <p>Stockton Borough Council AMR</p>

### 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> -97% of population within 60 minutes by public transport North Tees Hospital. -98% of population within 40 minutes by public transport of a GP's surgery. -97% of population within 30 minutes by public transport of a primary school. -96% of population within 40 minutes by public transport of a secondary school. -98% of population within 60 minutes to further education establishments.	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 commercial bus network within the Borough. However, overall accessibility levels remain high.	Tees Valley Joint Strategy Unit Accession Mapping 2007-08  Targets - SBC performance indicator Ni175 2007-2008
9ii)	Distance travelled by mode of transport per distance per annum.	Not available at local authority level.	<u>2006</u> Walking 201 Bicycle 39 Private hire bus 94 Car/van driver 3660 Car/van passenger 2033 Motor cycle/moped 34	No target as yet.	Department for Transport, National Travel Survey 2006

			Other private 23 Bus in London 63 Other local bus 233 Non-local bus 63 London underground 75 Surface rail 466 Taxi 52 Other 96 All 7133		
9iii)	Levels of car ownership	<u>2001</u> 30% of households do not own a car.	<u>2001</u> 35% of Tees Valley households do not own a car and 27% of households nationally do not own a car.		JSU, 2001 Census
9iv)	Percentage of Public Rights of Way that are 'easy to use'	<u>2008-2009</u> 94% of the Borough's Public Rights of Way were considered easy to use.	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> 2 buildings at <u>risk</u> (1 Grade I and 1 Grade II*).	<u>2010</u> 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	<u>2009</u>			Stockton Borough

	with conservation area appraisals	All eleven conservation areas within the Borough have appraisals			Council Conservation Officer
10iii)	Scheduled monuments at risk	<u>2010</u> 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> 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> Total expenditure of staying tourists is £171.78million; the total expenditure of day visitors is £108.57million. <u>2007-2008</u> Net Local Authority spending on tourism is £160964.	<u>2007-2008</u> Spending of UK resident tourists in the North East is £825, spending of overseas resident tourists in the North East is £214. 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 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> 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> 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 Indictors 2007/08</p>
10vii)	Participation in nature based tourism	<p><u>2009-2010</u> Saltholme RSPB Reserve received 93,000 visitors during this period.</p>	No comparative data available	Target not yet set.	Saltholme RSPB Reserve.

## Appendix 4 – Appraisal of Housing Distribution Options

Option 1- One Large Housing Site				
Sustainability Objectives	Assessment of the Effect			Further Comments on the Appraisal
	Short	Medium	Long	
SA1 – Strengthening the Stockton Borough economy.	✓	✓	✓	The development of new housing will be beneficial for the economy but concentrating development on a large site is likely to slow down the delivery of housing and will focus the new population on a small area reducing the spread of population across the Borough.
SA2 – Adapting to and mitigating against climate change.	✓✓	✓✓	✓✓	It is likely that a large scale housing development will be required to incorporate services and facilities within the development and that will reduce the need to travel for residents.
SA3 – Living within environmental limits.	○	○	○	While It is likely that a large scale housing development will be required to incorporate services and facilities within the development which will, such a large scale housing development could only be provided on a greenfield site reduce the need to travel for residents.
SA4 – Developing a more sustainable employment market in the Stockton Borough.	✓	✓	✓	Development of housing will provide construction industry jobs and some increased employment opportunities through investment in the Borough but this is likely to be at a reduced rate due to the slower rate of delivery of housing on a single site.
SA5 – Establishing a strong learning and skills base for the Stockton Borough.	✓	✓	✓	The development of a large single housing site will require the provision of a school to support the population but, due to the scale of the site, it is unlikely that this will provide additional options for the existing community,
SA6 – Improving health and well-being while reducing inequalities in health.	?	?	?	The impact upon this objective is uncertain and will depend upon the location of development.

SA7 – Safeguarding and enhancing the Stockton Borough’s environmental infrastructure.	X?	X?	X?	To a large extent, this impact depends upon the site chosen. However, there are no available sites that are brownfield or within the conurbation that could support this development. A greenfield site of this scale and outside of the conurbation is likely to have a significant impact upon the landscape of the area.
SA8 – Building sustainable communities in the Stockton Borough.	✓	✓	✓	The development would contribute a significant level of housing and would be supported by the provision of other facilities.
SA9 – Developing sustainable transport and communication.	?	?	?	The impacts cannot be fully assessed without a site location being known.
SA10 – Promoting, enhancing and respecting Stockton Borough’s culture and heritage.	?	?	?	The impacts of housing development upon the historic assets of the Borough will depend upon the characteristics of individual schemes and is uncertain at this stage.

Option 2 – A Combination of Sites				
Sustainability Objectives	Assessment of the Effect			Further Comments on the Appraisal
	Short	Medium	Long	
SA1 – Strengthening the Stockton Borough economy.	✓✓	✓✓	✓✓	The development of new housing on multiple site will allow the houses to be delivered at a faster rate and will allow the economic benefits of new housing and population to be spread across the Borough.
SA2 – Adapting to and mitigating against climate change.	✓?	✓?	✓?	The allocation of multiple smaller sites is likely to allow development to be placed in areas of the Borough where facilities and services exist to support the population, but this is not certain until sites are identified.
SA3 – Living within environmental limits.	✓?	✓?	✓?	The allocation of multiple smaller sites is likely to allow development to be placed in areas of the Borough where facilities and services exist to support the population and will also allow areas of brownfield land to utilised for housing development.
SA4 – Developing a more sustainable employment market in the Stockton Borough.	✓✓	✓✓	✓✓	The delivery of significant levels of housing across the Borough will provide construction jobs and other employment opportunities from increased investment in the Borough.

SA5 – Establishing a strong learning and skills base for the Stockton Borough.	✓✓	✓✓	✓✓	The significant support for employment opportunities from new housing has the potential to lead to increased opportunities for training. In addition, should a large housing development be required to provide a school, it is likely that this would also be able to provide additional options for the existing community.
SA6 – Improving health and well-being while reducing inequalities in health.	?	?	?	The impact upon this objective is uncertain and will depend upon the location of development.
SA7 – Safeguarding and enhancing the Stockton Borough’s environmental infrastructure.	✓?	✓?	✓?	To a large extent, this impact will depend upon the sites chosen. However, the provision of a number of smaller sites will allow brownfield development and development within the conurbation and is less likely to have a significant impact upon the landscape.
SA8 – Building sustainable communities in the Stockton Borough.	✓✓	✓✓	✓✓	The developments would provide a significant level of new housing and would also help to support existing communities, especially in areas in need of regeneration.
SA9 – Developing sustainable transport and communication.	✓?	✓?	✓?	The impact upon this objective is uncertain and will depend upon the location of development but it is likely that sites within or adjacent to the conurbation and other sustainable areas could be allocated, thereby ensuring opportunities for public transport use and reduced travel distances.
SA10 – Promoting, enhancing and respecting Stockton Borough’s culture and heritage.	?	?	?	The impacts of housing development upon the historic assets of the Borough will depend upon the characteristics of individual schemes and is uncertain at this stage.



## Appendix 5 – Appraisal of Regeneration and Environment Local Plan Policies

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

Policy SP1 – Presumption in Favour of Sustainable Development				
Sustainability Objectives	Assessment of the Effect			Further Comments on the Appraisal
	Short (present – 5 years)	Medium	Long (beyond the plan period)	
SA1 – Strengthening the Stockton Borough economy.	✓	✓	✓	The policy requires that a proactive approach is to be taken to secure development that improves the economic, environmental and social conditions in the Borough.
SA2 – Adapting to and mitigating against climate change.	✓	✓	✓	
SA3 – Living within environmental limits.	✓	✓	✓	
SA4 – Developing a more sustainable employment market in the Stockton Borough.	✓	✓	✓	
SA5 – Establishing a strong learning and skills base for the Stockton Borough.	✓	✓	✓	
SA6 – Improving health and well-being while reducing inequalities in health.	✓	✓	✓	
SA7 – Safeguarding and enhancing the 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.	✓	✓	✓	

Policy SP2 – Housing Spatial Strategy				
Sustainability Objectives	Assessment of the Effect			Further Comments on the Appraisal
	Short	Medium	Long	
SA1 – Strengthening the Stockton Borough economy.	✓✓	✓✓	✓✓	The policy supports housing development within the Borough, which is compatible with this objective due to the benefits to the economy from both the jobs provided by housing construction and the provision of homes which will allow a growing population to stay within the Borough.
SA2 – Adapting to and mitigating against climate change.	✓/X ?	✓/X ?	✓/X ?	The policy provides support to housing development within the most sustainable areas adjacent to or within the conurbation and the most sustainable villages. This will limit the potential impact from the development by reducing travel by private car. However, large scale housing development within the borough will inevitably lead to some increase in emissions and a mixed effect on this objective.
SA3 – Living within environmental limits.	✓/X ?	✓/X ?	✓/X ?	The policy provides support to housing development within the most sustainable areas adjacent to or within the conurbation and the most sustainable villages. This will limit the potential impact from the development by reducing travel by private car. However, large scale housing development within the borough will inevitably lead to some increase in travel, resource use and waste leading to some incompatibility with this objective. The extent of this will depend upon the individual developments.
SA4 – Developing a more sustainable employment market in the Stockton Borough.	✓✓	✓✓	✓✓	Support for housing development will support the economy of the Borough and also provide direct support for the construction industry..
SA5 – Establishing a strong learning and skills base for the Stockton Borough.	✓	✓	✓	The significant support for employment opportunities from new housing has the potential to lead to increased opportunities for training.

SA6 – Improving health and well-being while reducing inequalities in health.	✓?	✓?	✓?	Large housing schemes have the potential to deliver facilities for health care and recreation, such as a GP surgery at Wynyard. The impact of these new facilities will depend upon the schemes coming forward.
SA7 – Safeguarding and enhancing the Stockton Borough’s environmental infrastructure.	?	?	?	The policy supports the provision of development within the existing conurbation, especially the Core Area, which will limit the effect of housing development upon the environment of the Borough. However, development in other locations will be acceptable and the effect of this development is dependent upon the characteristics of the individual schemes and is uncertain at this stage.
SA8 – Building sustainable communities in the Stockton Borough.	✓✓	✓✓	✓✓	The policy is compatible with this objective as it seeks to provide housing that meets an identified need and to encourage development within sustainable areas.
SA9 – Developing sustainable transport and communication.	✓	✓	✓	Gives support to development within or adjacent to the conurbation and other sustainable areas, thereby ensuring opportunities for public transport use and reduced travel distances.
SA10 – Promoting, enhancing and respecting Stockton Borough’s culture and heritage.	?	?	?	The impacts of housing development upon the historic assets of the Borough will depend upon the characteristics of individual schemes and is uncertain at this stage.

Policy SP3 – Locating Development				
Sustainability Objectives	Assessment of the Effect			Further Comments on the Appraisal
	Short	Medium	Long	
SA1 – Strengthening the Stockton Borough economy.	✓	✓	✓	The policy directs developments to urban areas while still allowing developments that will support the rural economy and is compatible with this objective.
SA2 – Adapting to and mitigating against climate change.	✓✓	✓✓	✓✓	The policy directs development to urban areas and restricts development in countryside locations. This will reduce travel distances and greenhouse gas emissions, which is compatible with this objective.
SA3 – Living within environmental limits.	✓✓	✓✓	✓✓	The policy directs development to urban area and restricts development in countryside locations. This reduces travel distances and will give some protection for green field land.
SA4 – Developing a more sustainable employment market in the Stockton Borough.	✓	✓	✓	The policy is compatible with strengthening the economy as it allows for the growth of rural businesses and is compatible with this objective.

SA5 – Establishing a strong learning and skills base for the Stockton Borough.	–	–	–	There is no strong relationship with this objective.
SA6 – Improving health and well-being while reducing inequalities in health.	✓	✓	✓	The policy supports countryside recreation, allowing for opportunities for healthy pursuits and supporting healthy lifestyles.
SA7 – Safeguarding and enhancing the Stockton Borough’s environmental infrastructure.	✓✓	✓✓	✓✓	The policy restricts development in the countryside and aims to protect the character of the countryside and the landscape of the Borough and is compatible with this objective.
SA8 – Building sustainable communities in the Stockton Borough.	✓	✓	✓	The policy directs development to existing settlements thereby supporting existing neighbourhoods.
SA9 – Developing sustainable transport and communication.	✓	✓	✓	Preventing the spread of development into the countryside will reduce the need to travel by motor and will restrict the number of properties without easy access to public transport.
SA10 – Promoting, enhancing and respecting Stockton Borough’s culture and heritage.	✓✓	✓✓	✓✓	Restricting development within the countryside will protect the landscape character of the Borough and is compatible with this objective. The policy also allows for development which is enabling development to secure the future of heritage assets.

Policy SP4 – Infrastructure Delivery				
Sustainability Objectives	Assessment of the Effect			Further Comments on the Appraisal
	Short	Medium	Long	
SA1 – Strengthening the Stockton Borough economy.	✓	✓	✓	The delivery of infrastructure necessary to support the growth of the Borough will be compatible with this objective.
SA2 – Adapting to and mitigating against climate change.	?	?	?	The infrastructure to be required will be under regular review and the impacts of this infrastructure are, therefore, uncertain.
SA3 – Living within environmental limits.	?	?	?	
SA4 – Developing a more sustainable employment market in the Stockton Borough.	?	?	?	
SA5 – Establishing a strong learning and skills base for the Stockton Borough.	?	?	?	
SA6 – Improving health and well-being while reducing inequalities in health.	?	?	?	

SA7 – Safeguarding and enhancing the 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.	?	?	?	

Policy SP5 – Infrastructure and Development				
Sustainability Objectives	Assessment of the Effect			Further Comments on the Appraisal
	Short	Medium	Long	
SA1 – Strengthening the Stockton Borough economy.	✓	✓	✓	The delivery of infrastructure necessary to support the growth of the Borough will be compatible with this objective.
SA2 – Adapting to and mitigating against climate change.	?	?	?	The infrastructure to be delivered will be dependent upon the developments coming forward and the impacts of this infrastructure are, therefore, uncertain at this stage.
SA3 – Living within environmental limits.	?	?	?	
SA4 – Developing a more sustainable employment market in the Stockton Borough.	?	?	?	
SA5 – Establishing a strong learning and skills base for the Stockton Borough.	?	?	?	
SA6 – Improving health and well-being while reducing inequalities in health.	?	?	?	
SA7 – Safeguarding and enhancing the 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.	?	?	?	

Policy SP6 – Developer Contributions.				
Sustainability Objectives	Assessment of the Effect			Further Comments on the Appraisal
	Short	Medium	Long	
SA1 – Strengthening the Stockton Borough economy.	✓	✓	✓	The delivery of infrastructure necessary to support the growth of the Borough will be compatible with this objective.
SA2 – Adapting to and mitigating against climate change.	?	?	?	The infrastructure to be delivered will be dependent upon the developments coming forward and the impacts of this infrastructure are, therefore, uncertain at this stage.
SA3 – Living within environmental limits.	?	?	?	
SA4 – Developing a more sustainable employment market in the Stockton Borough.	?	?	?	
SA5 – Establishing a strong learning and skills base for the Stockton Borough.	?	?	?	
SA6 – Improving health and well-being while reducing inequalities in health.	?	?	?	
SA7 – Safeguarding and enhancing the 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.	?	?	?	

Policy T1 – Protecting and Taking up Opportunities for the Use of Sustainable Modes of Transport.				
Sustainability Objectives	Assessment of the Effect			Further Comments on the Appraisal
	Short	Medium	Long	
SA1 – Strengthening the Stockton Borough economy.	✓	✓	✓	Improving links will support economic growth and is compatible with this objective.
SA2 – Adapting to and mitigating against climate change.	✓	✓	✓	Improving infrastructure for sustainable modes of transport will reduce the reliance on the private motor vehicle and vehicle emissions and is compatible with this objective.
SA3 – Living within environmental limits.	✓	✓	✓	Improving infrastructure for sustainable modes of transport will reduce the reliance on the private motor vehicle, fuel consumption and vehicle emissions and is compatible with this objective.
SA4 – Developing a more sustainable employment market in the Stockton Borough.	✓	✓	✓	The protection of existing infrastructure and provision of new infrastructure and the requirement for suitable access for all people will improve access to employment opportunities.
SA5 – Establishing a strong learning and skills base for the Stockton Borough.	✓	✓	✓	The protection of existing infrastructure and provision of new infrastructure and the requirement for suitable access for all people will improve access to education facilities.
SA6 – Improving health and well-being while reducing inequalities in health.	✓	✓	✓	The policy can improve access to health care facilities and will encourage physical activity.
SA7 – Safeguarding and enhancing the Stockton Borough’s environmental infrastructure.	?	?	?	There is uncertainty over the impact of new transport infrastructure upon the landscape and biodiversity as the impacts will depend upon the individual developments.
SA8 – Building sustainable communities in the Stockton Borough.	✓✓	✓✓	✓✓	The policy protects existing, and provides for enhanced, cycling and pedestrian links and is compatible with this objective.
SA9 – Developing sustainable transport and communication.	✓✓	✓✓	✓✓	The policy provides for the protection and enhancement of infrastructure for sustainable modes of transport and is compatible with this objective.
SA10 – Promoting, enhancing and respecting Stockton Borough’s culture and heritage.	?	?	?	There is uncertainty over the impact of new transport infrastructure upon the landscape and heritage assets as this impacts will depend upon the details of the individual developments.

Policy T2 – Widening Transport Choice				
Sustainability Objectives	Assessment of the Effect			Further Comments on the Appraisal
	Short	Medium	Long	
SA1 – Strengthening the Stockton Borough economy.	✓	✓	✓	Improving transport links will support economic growth and is compatible with this objective.
SA2 – Adapting to and mitigating against climate change.	✓	✓	✓	The policy safeguards land for transport infrastructure that will provide improved access and encourage sustainable modes of travel, which will reduce travel by private motor vehicle.
SA3 – Living within environmental limits.	✓	✓	✓	The policy safeguards land for transport infrastructure that will provide improved access and encourage sustainable modes of travel, which will reduce travel by private motor vehicle.
SA4 – Developing a more sustainable employment market in the Stockton Borough.	✓	✓	✓	Improving transport links will support economic growth and increase access to employment opportunities.
SA5 – Establishing a strong learning and skills base for the Stockton Borough.	✓	✓	✓	Improvements to transport infrastructure systems will improve access to education and training facilities.
SA6 – Improving health and well-being while reducing inequalities in health.	✓	✓	✓	Improvements to transport infrastructure systems will improve access to health facilities and the provision of a strategic network of Footpaths, bridleways and cycleways will encourage recreation.
SA7 – Safeguarding and enhancing the Stockton Borough’s environmental infrastructure.	X/?	X/?	X/?	There is likely to be a negative impact upon both biodiversity and the landscape due to the River Tees crossing and their construction and the increased footfall within a riverside habitat and landscape. However, there is uncertainty over the impact as the specific nature and scale will depend upon the type of the crossings proposed and the construction involved.
SA8 – Building sustainable communities in the Stockton Borough.	✓	✓	✓	The policy supports improvements to transport infrastructure that will increase access for communities.
SA9 – Developing sustainable transport and communication.	✓✓	✓✓	✓✓	The policy is compatible with this objective.
SA10 – Promoting, enhancing and respecting Stockton Borough’s culture and heritage.	?	?	?	The impacts of the developments will depend upon the details of the individual schemes. There is potential for the river crossings and other infrastructure at Yarm to negatively impact upon the character of the conservation area or to promote greater enjoyment of the area and the Tees Heritage Park.



Policy T3 – Highway Infrastructure				
Sustainability Objectives	Assessment of the Effect			Further Comments on the Appraisal
	Short	Medium	Long	
SA1 – Strengthening the Stockton Borough economy.	–	✓✓	✓✓	The major road schemes are to free significant development and investment within the Borough.
SA2 – Adapting to and mitigating against climate change.	–	X/?	X/?	The provision of a new road is likely to lead to an increase in air pollution in the area. However, the aim of the road schemes is to reduce congestion in other areas and there is some uncertainty over the impacts of the policy.
SA3 – Living within environmental limits.	–	X/?	X/?	The provision of new roads is likely to lead to an increase in vehicular traffic in the area and will lead to development on greenfield land. However, the aim of the road schemes is to reduce congestion in other areas and there is some uncertainty over the impacts of the policy.
SA4 – Developing a more sustainable employment market in the Stockton Borough.	–	✓	✓	Improving transport links will support economic growth and enable further development, which is compatible with this objective.
SA5 – Establishing a strong learning and skills base for the Stockton Borough.	–	–	–	There is no strong relationship with this objective.
SA6 – Improving health and well-being while reducing inequalities in health.	–	–	–	There is no strong relationship with this objective.
SA7 – Safeguarding and enhancing the Stockton Borough’s environmental infrastructure.	X/?	XX	XX	The development of significant road schemes will involve land take and the potential loss of biodiversity rich habitat. In particular, the Portrack Relief Road will involve the development of land within the boundary of the Portrack Marshes Local Wildlife Site. The road will also increase traffic and air pollution affecting parts of the remaining area of the LWS and Billingham Beck Valley Country Park, which is adjacent to the section of the A19 intended for widening.
SA8 – Building sustainable communities in the Stockton Borough.	–	✓	✓	The new road links will enable further opportunities for residential and commercial development and improve access to existing communities.
SA9 – Developing sustainable transport and communication.	–	X	X	Improvements to the road network have the potential to increase travel by private vehicle.
SA10 – Promoting, enhancing and respecting Stockton Borough’s culture and heritage.	?	?	?	There is potential for large road building schemes to impact upon archaeological remains and other heritage assets. The impacts will depend upon the specific size and construction details of the proposals.

Policy T4 – Local Parking Standards				
Sustainability Objectives	Assessment of the Effect			Further Comments on the Appraisal
	Short	Medium	Long	
SA1 – Strengthening the Stockton Borough economy.	–	–	–	There is no significant impact upon the economy of the Borough from this policy.
SA2 – Adapting to and mitigating against climate change.	○ ?	○ ?	○ ?	The policy will lead to mixed effects against this objective which may lead to a largely neutral overall impact. The requirement for parking spaces will encourage the use of the private vehicle. However, the policy also requires provision for cycle parking and infrastructure for charging ultra-low emission vehicles, which will encourage the use of sustainable modes of transport and reduce emissions.
SA3 – Living within environmental limits.	○ ?	○ ?	○ ?	The policy will lead to mixed effects against this objective which may lead to a largely neutral overall impact. The requirement for parking spaces will encourage the use of the private vehicle. However, the policy also requires provision for cycle parking and infrastructure for charging ultra-low emission vehicles, which will encourage the use of sustainable modes of transport and reduce resource use.
SA4 – Developing a more sustainable employment market in the Stockton Borough.	✓	✓	✓	The policy requires the provision of accessible parking for both cars and more sustainable vehicles, thereby ensuring good access to employment related developments.
SA5 – Establishing a strong learning and skills base for the Stockton Borough.	✓	✓	✓	The policy requires the provision of accessible parking for both cars and more sustainable vehicles, thereby ensuring good access to educations and training related developments.
SA6 – Improving health and well-being while reducing inequalities in health.	○ ?	○ ?	○ ?	The policy will lead to mixed effects against this objective which may lead to a largely neutral overall impact. The policy seeks to ensure that health related developments are accessible, provides infrastructure which will encourage cycling and provides for ultra-low emission vehicles which support reductions in air pollution. However, the provision of car parking will encourage on going car use and vehicle emissions which are harmful to health.
SA7 – Safeguarding and enhancing the Stockton Borough’s environmental infrastructure.	–	–	–	There is unlikely to be a significant impact upon the environmental infrastructure of the Borough.

SA8 – Building sustainable communities in the Stockton Borough.	✓	✓	✓	The policy seeks to ensure the accessibility of new developments, including services and facilities.
SA9 – Developing sustainable transport and communication.	O?	O?	O?	The policy will lead to mixed effects against this objective. The requirement for parking spaces will encourage the use of the private vehicle. However, the policy also requires provision for cycle parking and infrastructure for charging ultra-low emission vehicles, which will encourage the use of sustainable modes of transport.
SA10 – Promoting, enhancing and respecting Stockton Borough’s culture and heritage.	–	–	–	The policy is unlikely to lead to significant impacts upon this objective.

Policy SL1 – Development and Amenity				
Sustainability Objectives	Assessment of the Effect			Further Comments on the Appraisal
	Short	Medium	Long	
SA1 – Strengthening the Stockton Borough economy.	–	–	–	There is no strong relationship with this objective.
SA2 – Adapting to and mitigating against climate change.	–	–	–	There is no strong relationship with this objective.
SA3 – Living within environmental limits.	–	–	–	There is no strong relationship with this objective.
SA4 – Developing a more sustainable employment market in the Stockton Borough.	–	–	–	There is no strong relationship with this objective.
SA5 – Establishing a strong learning and skills base for the Stockton Borough.	–	–	–	There is no strong relationship with this objective.
SA6 – Improving health and well-being while reducing inequalities in health.	✓	✓	✓	The policy will limit the effect of development upon the amenity of residents and reduce any negative impact upon well-being.
SA7 – Safeguarding and enhancing the Stockton Borough’s environmental infrastructure.	–	–	–	There is no strong relationship with this objective.
SA8 – Building sustainable communities in the Stockton Borough.	✓	✓	✓	The policy seeks to protect existing residents of the Borough from a negative impact upon their amenity.
SA9 – Developing sustainable transport and communication.	–	–	–	There is no strong relationship with this objective.
SA10 – Promoting, enhancing and respecting Stockton Borough’s culture and heritage.	–	–	–	There is no strong relationship with this objective.

Policy SL2 – Renewable Energy Generation				
Sustainability Objectives	Assessment of the Effect			Further Comments on the Appraisal
	Short	Medium	Long	
SA1 – Strengthening the Stockton Borough economy.	✓	✓	✓	Encouraging renewable energy generating developments and technologies can provide employment and support the local economy.
SA2 – Adapting to and mitigating against climate change.	✓✓	✓✓	✓✓	The promotion of energy generation from renewable sources is compatible with this objective.
SA3 – Living within environmental limits.	✓✓	✓✓	✓✓	The promotion of energy generation from renewable sources is compatible with this objective.
SA4 – Developing a more sustainable employment market in the Stockton Borough.	✓	✓	✓	Encouraging renewable energy generating developments and technologies can provide employment and support the local economy.
SA5 – Establishing a strong learning and skills base for the Stockton Borough.	–	–	–	There is no strong relationship with this objective.
SA6 – Improving health and well-being while reducing inequalities in health.	–	–	–	There is no strong relationship with this objective.
SA7 – Safeguarding and enhancing the Stockton Borough’s environmental infrastructure.	XI/?	XI/?	XI/?	Some renewable energy developments have the potential to impact upon biodiversity and/or the landscape of the Borough. However, the policy requires that significant effects are avoided and it is, therefore, likely that that there will be no significant relationship with this objective.
SA8 – Building sustainable communities in the Stockton Borough.	?	?	?	Small scale renewable energy schemes can be used to provide energy for communities and the policy would support such schemes. However. It is not certain that any such schemes will come forward.
SA9 – Developing sustainable transport and communication.	–	–	–	There is no strong relationship with this objective.
SA10 – Promoting, enhancing and respecting Stockton Borough’s culture and heritage.	XI/?	XI/?	XI/?	Some renewable energy developments have the potential to impact upon heritage assets and the image of the Borough. However, the policy requires that significant effects are avoided and it is, therefore, likely that that there will be no significant relationship with this objective.

Policy SL3 – Communications Infrastructure				
Sustainability Objectives	Assessment of the Effect			Further Comments on the Appraisal
	Short	Medium	Long	
SA1 – Strengthening the Stockton Borough economy.	✓	✓	✓	Supporting the expansion of improved communications networks and high speed broadband will support economic growth.
SA2 – Adapting to and mitigating against climate change.	✓	✓	✓	Improvements in communications networks can lead to increased remote working, reducing the need for travel and cutting emissions from transport.
SA3 – Living within environmental limits.	✓	✓	✓	Improvements in communications networks can lead to increased remote working, reducing the need for travel and cutting emissions and fuel consumption from transport.
SA4 – Developing a more sustainable employment market in the Stockton Borough.	✓	✓	✓	Supporting the expansion of improved communications network and high speed broadband will support economic growth.
SA5 – Establishing a strong learning and skills base for the Stockton Borough.	✓	✓	✓	Improved communications networks and access to high speed broadband will increase access to education resources.
SA6 – Improving health and well-being while reducing inequalities in health.	–	–	–	There is no strong relationship with this objective.
SA7 – Safeguarding and enhancing the Stockton Borough’s environmental infrastructure.	X?	X?	X?	There is potential for telecommunications infrastructure to have an impact upon the environmental infrastructure of the Borough. This impact is specific to the individual scheme, which is unknown at this stage.
SA8 – Building sustainable communities in the Stockton Borough.	✓	✓	✓	The provision of improved communications networks is likely to increase access to internet based services, especially for those in areas of poor coverage.
SA9 – Developing sustainable transport and communication.	✓✓	✓✓	✓✓	Supporting the expansion of an improved communications network is compatible with this objective.
SA10 – Promoting, enhancing and respecting Stockton Borough’s culture and heritage.	X?	X?	X?	There is potential for telecommunications infrastructure to have an impact upon the historic environment of the Borough. This impact is specific to the individual scheme, which is unknown at this stage.

Policy EMP1 – Employment Land Portfolio				
Sustainability Objectives	Assessment of the Effect			Further Comments on the Appraisal
	Short	Medium	Long	
SA1 – Strengthening the Stockton Borough economy.	✓✓	✓✓	✓✓	The policy allocates significant areas of land for employment related development and supports business and industrial related development and is compatible with this objective.
SA2 – Adapting to and mitigating against climate change.	XX ?	X ?	X ?	Increased economic activity may have an impact upon air quality through an increase in traffic and emissions from industrial process.. However, over the medium to long term focussing development in sustainable locations may reduce the impact of this option.
SA3 – Living within environmental limits.	X ?	X ?	X ?	Increased economic activity may have an impact upon air quality and increase waste and resource use. However, focussing development in sustainable locations may reduce these impacts.
SA4 – Developing a more sustainable employment market in the Stockton Borough.	✓✓	✓✓	✓✓	The policy is compatible with this objective.
SA5 – Establishing a strong learning and skills base for the Stockton Borough.	✓/!	✓/!	✓/!	The relationship with this objective will depend upon the nature of individual proposals coming forward but it is likely that significant employment related development will lead to an increase in training opportunities.
SA6 – Improving health and well-being while reducing inequalities in health.	–	–	–	There is no strong relationship with this objective.
SA7 – Safeguarding and enhancing the Stockton Borough’s environmental infrastructure.	X?	X?	X?	The relationship with this objective will depend upon the nature of individual proposals coming forward. There is potential for large scale development to increase pollution and lead to other environmental effects. However, the nature and scale of these impacts will depend upon the specific developments coming forward.
SA8 – Building sustainable communities in the Stockton Borough.	✓	✓	✓	The policy improves access to employment opportunities and is compatible with this objective.
SA9 – Developing sustainable transport and communication.	?	?	?	The relationship with this objective will depend upon the nature of the proposals coming forward, as businesses with a heavy reliance upon road based freight will be incompatible with this objective.
SA10 – Promoting, enhancing and respecting Stockton Borough’s culture and heritage.	–	–	–	There is no strong relationship with this objective. Development at the allocated sites is unlikely to lead to a significant impact upon heritage assets.

Policy EMP2 – North Tees and Billingham				
Sustainability Objectives	Assessment of the Effect			Further Comments on the Appraisal
	Short	Medium	Long	
SA1 – Strengthening the Stockton Borough economy.	✓✓	✓✓	✓✓	The policy supports the expansion of process industries, which is an important sector for the local economy.
SA2 – Adapting to and mitigating against climate change.	XI?	XI?	XI?	The process industry sites are no longer at risk of flooding. However, the SFRA and updated flood mapping still indicates that parts of the other sites allocated within this policy are at risk of flooding due to climate change, but the requirements of the sequential and exceptions tests can be fulfilled. Overall the impacts of the policy are uncertain due to the potential for increased emissions and this is dependent upon the specific developments coming forward.
SA3 – Living within environmental limits.	XI/ ?	XI/?	XI/?	The expansion of the chemical processing industries has the potential to increase resource use. However, the clustering of related developments could reduce freight transport and encourage symbiotic relationships. The policy also supports resource recovery and waste treatment proposals and energy generation and carbon capture schemes. The impacts of the policy are likely to be mixed and are uncertain at this stage.
SA4 – Developing a more sustainable employment market in the Stockton Borough.	✓✓	✓✓	✓✓	The policy supports the expansion of process industries, which provides employment opportunities.
SA5 – Establishing a strong learning and skills base for the Stockton Borough.	✓I?	✓I?	✓I?	The relationship with this objective will depend upon the nature of individual proposals coming forward but it is likely that significant employment related development will lead to an increase in training opportunities.
SA6 – Improving health and well-being while reducing inequalities in health.	–	–	–	There is no strong relationship with this objective.
SA7 – Safeguarding and enhancing the Stockton Borough’s environmental infrastructure.	○	○	○	The policy provides for potentially harmful developments but none of the sites have been identified as being likely to support protected species and it includes measures to prevent a cumulative impact upon the Teesmouth and Cleveland Coast SPA and Ramsar site.

SA8 – Building sustainable communities in the Stockton Borough.	–	–	–	There is no strong relationship with this objective.
SA9 – Developing sustainable transport and communication.	X/√ ?	X/√ ?	X/√ ?	The relationship is uncertain as clustering related developments could reduce freight transport but the expansion of the industries could lead to an increase in road-based transport.
SA10 – Promoting, enhancing and respecting Stockton Borough’s culture and heritage.	–	–	–	There is no strong relationship with this objective.

Policy EMP3 – Important Bird Populations and the Seal Sands and North Tees Sites.				
Sustainability Objectives	Assessment of the Effect			Further Comments on the Appraisal
	Short	Medium	Long	
SA1 – Strengthening the Stockton Borough economy.	✓	✓	✓	The policy offers some support for the expansion of the chemical industry, which is important to the local economy.
SA2 – Adapting to and mitigating against climate change.	?	?	?	The policy principally protects important bird populations but does offer some encouragement for industrial developments. The impacts of the policy will depend upon the nature of the developments coming forward.
SA3 – Living within environmental limits.	?	?	?	The impacts of the policy on this objective will depend upon the nature of the developments coming forward.
SA4 – Developing a more sustainable employment market in the Stockton Borough.	✓	✓	✓	The policy offers support for the expansion of the chemical industry.
SA5 – Establishing a strong learning and skills base for the Stockton Borough.	–	–	–	There is no strong relationship with this objective.
SA6 – Improving health and well-being while reducing inequalities in health.	–	–	–	There is no strong relationship with this objective.
SA7 – Safeguarding and enhancing the Stockton Borough’s environmental infrastructure.	✓✓	✓✓	✓✓	The policy seeks to protect land with importance to the birds of the Teesmouth and Cleveland Coast Special Protection Area and Ramsar site and prevents developments that will result in the loss of land of functional importance or lead to a cumulative impact upon the SPA
SA8 – Building sustainable communities in the Stockton Borough.	–	–	–	There is no strong relationship with this objective.
SA9 – Developing sustainable transport and communication.	–	–	–	There is no strong relationship with this objective.
SA10 – Promoting, enhancing and respecting Stockton Borough’s culture and heritage.	–	–	–	There is no strong relationship with this objective.



Policy EMP4 – Durham Tees Valley Airport				
Sustainability Objectives	Assessment of the Effect			Further Comments on the Appraisal
	Short	Medium	Long	
SA1 – Strengthening the Stockton Borough economy.	✓✓	✓✓	✓✓	The policy supports the airport and safeguards land for employment uses.
SA2 – Adapting to and mitigating against climate change.	<b>XX</b>	<b>XX</b>	<b>XX</b>	The policy supports air travel and logistics and employment related development and is likely to increase emissions.
SA3 – Living within environmental limits.	<b>XX</b>	<b>XX</b>	<b>XX</b>	The policy supports unsustainable air travel and increased logistics and employment related development and is likely to increase resource use.
SA4 – Developing a more sustainable employment market in the Stockton Borough.	✓✓	✓✓	✓✓	The policy supports the airport and safeguards land for employment uses
SA5 – Establishing a strong learning and skills base for the Stockton Borough.	✓	✓	✓	The airport related uses supported by the policy include training centres.
SA6 – Improving health and well-being while reducing inequalities in health.	–	–	–	There is no strong relationship with this objective.
SA7 – Safeguarding and enhancing the Stockton Borough’s environmental infrastructure.	?	?	?	The development site is not located near to any important wildlife sites and development is proposed within existing operational limits. However, the potential impacts from increased air pollution are uncertain.
SA8 – Building sustainable communities in the Stockton Borough.	–	–	–	There is no strong relationship with this objective.
SA9 – Developing sustainable transport and communication.	<b>X</b>	<b>X</b>	<b>X</b>	The policy supports air travel and is not compatible with this objective.
SA10 – Promoting, enhancing and respecting Stockton Borough’s culture and heritage.	–	–	–	There is no strong relationship with this objective.

Policy TC1 – Supporting Town Centres				
Sustainability Objectives	Assessment of the Effect			Further Comments on the Appraisal
	Short	Medium	Long	
SA1 – Strengthening the Stockton Borough economy.	✓✓	✓✓	✓✓	The policy sets out a hierarchy of locations for town centre use development. This will support the viability of the town centre and is compatible with this objective.
SA2 – Adapting to and mitigating against climate change.	✓	✓	✓	The policy directs development to the urban centre and areas well served by public transport and is compatible with this objective.
SA3 – Living within environmental limits.	✓	✓	✓	The policy will support the urban area and existing centres well served by public transport and is compatible with this objective.
SA4 – Developing a more sustainable employment market in the Stockton Borough.	✓	✓	✓	The policy will support the viability of the town centre and encourage continued investment.
SA5 – Establishing a strong learning and skills base for the Stockton Borough.	–	–	–	There is no strong relationship with this objective.
SA6 – Improving health and well-being while reducing inequalities in health.	–	–	–	There is no strong relationship with this objective.
SA7 – Safeguarding and enhancing the Stockton Borough’s environmental infrastructure.	–	–	–	There is no strong relationship with this objective.
SA8 – Building sustainable communities in the Stockton Borough.	✓	✓	✓	The sequential test within the policy directs new services and facilities to existing centres and accessible areas, protecting access for existing neighbourhoods.
SA9 – Developing sustainable transport and communication.	✓	✓	✓	Directing development to the town centre with excellent public transport links is compatible with this objective.
SA10 – Promoting, enhancing and respecting Stockton Borough’s culture and heritage.	✓!?	✓!?	✓!?	The policy supports the vitality and viability of Stockton Town Centre, which is a conservation area, and is likely to be compatible with this objective. However, there is some potential for individual proposals to lead to a negative impact upon heritage assets and this is dependent on the proposals coming forward.

Policy TC2 – Protecting Town Centres				
Sustainability Objectives	Assessment of the Effect			Further Comments on the Appraisal
	Short	Medium	Long	
SA1 – Strengthening the Stockton Borough economy.	✓	✓	✓	The requirements of the policy seek to ensure that new developments will not have a significant adverse impact upon the viability of the existing centres.
SA2 – Adapting to and mitigating against climate change.	✓	✓	✓	The policy aims to protect the town centre as the Borough's main shopping centre. This encourages retail development in a sustainable location, well supported by public transport and will reduce the need to travel by private car.
SA3 – Living within environmental limits.	✓	✓	✓	The policy aims to protect the town centre as the Boroughs main shopping centre. This encourages retail development in a sustainable location, well supported by public transport and will reduce the need to travel by private car.
SA4 – Developing a more sustainable employment market in the Stockton Borough.	✓	✓	✓	The policy aims to protect the viability of the existing centres, which will support businesses in these areas.
SA5 – Establishing a strong learning and skills base for the Stockton Borough.	–	–	–	There is no strong relationship with this objective.
SA6 – Improving health and well-being while reducing inequalities in health.	–	–	–	There is no strong relationship with this objective.
SA7 – Safeguarding and enhancing the Stockton Borough's environmental infrastructure.	–	–	–	There is no strong relationship with this objective.
SA8 – Building sustainable communities in the Stockton Borough.	✓	✓	✓	Protecting the vitality and viability of existing centres will protect access for the existing community to services and shops.
SA9 – Developing sustainable transport and communication.	✓	✓	✓	The policy supports retail within existing centres well served by public transport links and is compatible with this objective.
SA10 – Promoting, enhancing and respecting Stockton Borough's culture and heritage.	✓/!	✓/!	✓/!	The policy supports the vitality and viability of Stockton Town Centre, which is a conservation area, and is largely compatible with this objective, although this is dependent upon the individual scheme.

Policy TC3 – Development for Town Centre Uses.				
Sustainability Objectives	Assessment of the Effect			Further Comments on the Appraisal
	Short	Medium	Long	
SA1 – Strengthening the Stockton Borough economy.	✓	✓	✓	The allocation of land for mixed use developments will support the economy of the Borough.
SA2 – Adapting to and mitigating against climate change.	✓	✓	✓	While any new development within the borough will lead to an increase in emissions, the allocated sites are brownfield sites within or on the edge of the Town Centre and with good access to public transport.
SA3 – Living within environmental limits.	✓	✓	✓	While any new development within the borough will lead to an increase in emissions, resource use and waste, the allocated sites are brownfield sites within or on the edge of the Town Centre and with good access to public transport.
SA4 – Developing a more sustainable employment market in the Stockton Borough.	✓	✓	✓	The allocation of land for mixed use development and the regeneration of Billingham District Centre will provide increased employment opportunities.
SA5 – Establishing a strong learning and skills base for the Stockton Borough.	–	–	–	There is no strong relationship with this objective.
SA6 – Improving health and well-being while reducing inequalities in health.	✓	✓	✓	The development at North Shore will include provision for river based sport and recreation, improving opportunities for healthy pursuits.
SA7 – Safeguarding and enhancing the Stockton Borough’s environmental infrastructure.	✓	✓	✓	The policy allocates development land in brownfield locations within an existing centre. Evidence submitted in relation to development on North Shore do not indicate any significant biodiversity impacts.
SA8 – Building sustainable communities in the Stockton Borough.	✓	✓	✓	Development of these sites will support the vitality of the main centre and its surrounding communities and is compatible with this objective.
SA9 – Developing sustainable transport and communication.	✓	✓	✓	The policy encourages development on central sites well served by public transport.
SA10 – Promoting, enhancing and respecting Stockton Borough’s culture and heritage.	✓✓	✓✓	✓✓	The policy requires high quality design and supports the renovation of heritage assets. Heritage Impacts Assessments will also be required, where applicable, in order to protect any heritage assets. The replacement of existing poor quality buildings on the high street also provides an opportunity for the enhancement of the conservation area.

Policy TC4 – Stockton Primary Shopping Area				
Sustainability Objectives	Assessment of the Effect			Further Comments on the Appraisal
	Short	Medium	Long	
SA1 – Strengthening the Stockton Borough economy.	✓	✓	✓	The policy will improve the vitality and viability of the town centre by protecting the main retail areas and encouraging a mix of uses within the wider town centre. The policy is therefore compatible with this objective.
SA2 – Adapting to and mitigating against climate change.	✓	✓	✓	The policy aims to protect the town centre as the Borough's main shopping centre. This encourages retail development in a sustainable location, well supported by public transport and will reduce the need to travel by private car.
SA3 – Living within environmental limits.	✓	✓	✓	The policy aims to protect the town centre as the Boroughs main shopping centre. This encourages retail development in a sustainable location, well supported by public transport and will reduce the need to travel by private car.
SA4 – Developing a more sustainable employment market in the Stockton Borough.	✓	✓	✓	The policy aims to improve the viability of the town centre, which will support businesses in this area.
SA5 – Establishing a strong learning and skills base for the Stockton Borough.	–	–	–	There is no strong relationship with this objective.
SA6 – Improving health and well-being while reducing inequalities in health.	–	–	–	There is no strong relationship with this objective.
SA7 – Safeguarding and enhancing the Stockton Borough's environmental infrastructure.	–	–	–	The policy principally relates to changes of use within the existing town centre and there is no strong relationship with this objective.
SA8 – Building sustainable communities in the Stockton Borough.	✓	✓	✓	Improving the vitality of the main shopping centre will improve access for the community to services and shops.
SA9 – Developing sustainable transport and communication.	✓	✓	✓	The policy supports retail within a town centre well served by public transport links and is compatible with this objective.
SA10 – Promoting, enhancing and respecting Stockton Borough's culture and heritage.	✓?	✓?	✓?	The policy supports the vitality and viability of Stockton Town Centre, which is a conservation area, and is likely to be compatible with this objective, although the nature of the impact will depend upon the schemes coming forward.

Policy TC5 – Stockton Town Centre				
Sustainability Objectives	Assessment of the Effect			Further Comments on the Appraisal
	Short	Medium	Long	
SA1 – Strengthening the Stockton Borough economy.	✓	✓	✓	The policy is likely to support the vitality and viability of the Town Centre and will have a positive effect on the economy.
SA2 – Adapting to and mitigating against climate change.	✓	✓	✓	The policy supports residential development within the town centre which is close to facilities and well served by public transport. This will reduce the need travel and vehicle emissions. Encouraging a mix of uses within the town centre will lead to linked trips which will also reduce the need to travel.
SA3 – Living within environmental limits.	✓	✓	✓	The policy supports residential development within the town centre which is close to facilities and well served by public transport. This will reduce the need travel and vehicle emissions and resource use. Encouraging a mix of uses within the town centre will lead to linked trips which will also reduce the need to travel.
SA4 – Developing a more sustainable employment market in the Stockton Borough.	✓	✓	✓	The policy supports the economy of the Town Centre and will have a positive effect on employment opportunities within the area.
SA5 – Establishing a strong learning and skills base for the Stockton Borough.	–	–	–	There is no strong relationship with this objective.
SA6 – Improving health and well-being while reducing inequalities in health.	–	–	–	There is no strong relationship with this objective.
SA7 – Safeguarding and enhancing the Stockton Borough’s environmental infrastructure.	–	–	–	There is no strong relationship with this objective.
SA8 – Building sustainable communities in the Stockton Borough.	✓	✓	✓	The policy protects the vitality and viability of the defined centres, maintaining facilities for local communities and allows for residential development within the centre.
SA9 – Developing sustainable transport and communication.	✓	✓	✓	The policy supports development within a sustainable location which is easily accessible and well supported by public transport.
SA10 – Promoting, enhancing and respecting Stockton Borough’s culture and heritage.	✓?	✓?	✓?	The policy supports the vitality of the Town Centre, a conservation area, and also requires that development complements the established character of the area, although the nature of the impact is dependent upon the schemes coming forward.

Policy TC6 – District and Local Centres				
Sustainability Objectives	Assessment of the Effect			Further Comments on the Appraisal
	Short	Medium	Long	
SA1 – Strengthening the Stockton Borough economy.	✓	✓	✓	The policy protects the vitality and viability of the defined centres and is compatible with this objective.
SA2 – Adapting to and mitigating against climate change.	✓	✓	✓	The policy aims to protect District and Local Centres. This encourages retail development in sustainable locations, that are well supported by public transport or serve existing communities and will reduce the need to travel by private car.
SA3 – Living within environmental limits.	✓	✓	✓	The policy aims to protect District and Local Centres. This encourages retail development in sustainable locations, that are well supported by public transport or serve existing communities and will reduce the need to travel by private car.
SA4 – Developing a more sustainable employment market in the Stockton Borough.	✓	✓	✓	The policy supports the vitality of defined centres, protecting and enhancing employment opportunities in these areas.
SA5 – Establishing a strong learning and skills base for the Stockton Borough.	–	–	–	There is no strong relationship with this objective.
SA6 – Improving health and well-being while reducing inequalities in health.	–	–	–	There is no strong relationship with this objective.
SA7 – Safeguarding and enhancing the Stockton Borough’s environmental infrastructure.	–	–	–	There is no strong relationship with this objective
SA8 – Building sustainable communities in the Stockton Borough.	✓	✓	✓	The policy protects the vitality and viability of the defined centres, maintaining facilities for local communities, and is compatible with this objective.
SA9 – Developing sustainable transport and communication.	✓	✓	✓	The policy directs development to sustainable locations supported by public transport.
SA10 – Promoting, enhancing and respecting Stockton Borough’s culture and heritage.	✓	✓	✓	Protecting the distribution of residential properties within the Yarm and Norton High Street frontages will protect the character of these locations, which are conservation areas.

Policy TC7 – Small-Scale Convenience Facilities				
Sustainability Objectives	Assessment of the Effect			Further Comments on the Appraisal
	Short	Medium	Long	
SA1 – Strengthening the Stockton Borough economy.	✓	✓	✓	The policy directs new developments to the town centre to protect its viability and is compatible with this objective.
SA2 – Adapting to and mitigating against climate change.	✓	✓	✓	The policy protects convenience facilities for local communities ensuring access to facilities without reliance upon the private vehicle.
SA3 – Living within environmental limits.	✓	✓	✓	The policy protects convenience facilities for local communities ensuring access to facilities without reliance upon the private vehicle.
SA4 – Developing a more sustainable employment market in the Stockton Borough.	✓	✓	✓	The policy seeks to protect small scale convenience facilities, maintaining employment opportunities within these locations..
SA5 – Establishing a strong learning and skills base for the Stockton Borough.	–	–	–	There is no strong relationship with this objective.
SA6 – Improving health and well-being while reducing inequalities in health.	–	–	–	There is no strong relationship with this objective.
SA7 – Safeguarding and enhancing the Stockton Borough’s environmental infrastructure.	–	–	–	There is no strong relationship with this objective.
SA8 – Building sustainable communities in the Stockton Borough.	✓	✓	✓	The policy seeks to protect small scale retail facilities that provide for existing neighbourhoods and will maintain access to facilities for local communities.
SA9 – Developing sustainable transport and communication.	✓	✓	✓	The policy protects convenience facilities for local communities ensuring access to facilities without reliance upon the private vehicle.
SA10 – Promoting, enhancing and respecting Stockton Borough’s culture and heritage.	–	–	–	There is no strong relationship with this objective.



Policy TC8 – Food, Drink and the Evening Economy Uses				
Sustainability Objectives	Assessment of the Effect			Further Comments on the Appraisal
	Short	Medium	Long	
SA1 – Strengthening the Stockton Borough economy.	✓	✓	✓	The policy aims to protect the vitality and viability of existing centres and is compatible with this objective.
SA2 – Adapting to and mitigating against climate change.	✓	✓	✓	The policy protects existing centres, which are well served by public transport, and is compatible with this objective.
SA3 – Living within environmental limits.	✓	✓	✓	The policy protects existing centres, which are well served by public transport, and is compatible with this objective.
SA4 – Developing a more sustainable employment market in the Stockton Borough.	✓	✓	✓	The policy supports the vitality and viability of designated centres and the employment opportunities provided within them..
SA5 – Establishing a strong learning and skills base for the Stockton Borough.	–	–	–	There is no strong relationship with this objective.
SA6 – Improving health and well-being while reducing inequalities in health.	✓	✓	✓	Restricting access to hot food takeaways in areas that are easily accessible to children aims to reduce childhood obesity.
SA7 – Safeguarding and enhancing the Stockton Borough’s environmental infrastructure.	–	–	–	There is no strong relationship with this objective.
SA8 – Building sustainable communities in the Stockton Borough.	✓	✓	✓	The policy supports existing retail centres that will provide for the needs of the community.
SA9 – Developing sustainable transport and communication.	✓	✓	✓	The policy supports existing centres, maintains access to facilities within local areas and reduces the need to travel by private vehicle.
SA10 – Promoting, enhancing and respecting Stockton Borough’s culture and heritage.	–	–	–	There is no strong relationship with this objective.

Policy PF1 – Open Space, Sport and Recreation Facilities				
Sustainability Objectives	Assessment of the Effect			Further Comments on the Appraisal
	Short	Medium	Long	
SA1 – Strengthening the Stockton Borough economy.	–	–	–	There is no strong relationship with this objective.
SA2 – Adapting to and mitigating against climate change.	✓	✓	✓	The provision of new or improved recreation facilities will reduce the need to travel and so reduce emissions from private vehicles. In addition many types of open space can provide for flood alleviation.
SA3 – Living within environmental limits.	✓	✓	✓	The provision of new or improved recreation facilities will reduce the need to travel and so reduce emissions and resource use associated with private vehicles.
SA4 – Developing a more sustainable employment market in the Stockton Borough.	–	–	–	There is no strong relationship with this objective.
SA5 – Establishing a strong learning and skills base for the Stockton Borough.	–	–	–	There is no strong relationship with this objective.
SA6 – Improving health and well-being while reducing inequalities in health.	✓✓	✓✓	✓✓	The provision of open space and outdoor sports facilities will provide opportunities for healthy pursuits and will contribute to the health and well-being of the Borough.
SA7 – Safeguarding and enhancing the Stockton Borough’s environmental infrastructure.	✓✓	✓✓	✓✓	The policy requires the provision all open space types, including natural green space and is compatible with this objective.
SA8 – Building sustainable communities in the Stockton Borough.	✓	✓	✓	The provision of a variety of types of open space and other recreation facilities within communities will contribute to their sustainability.
SA9 – Developing sustainable transport and communication.	✓	✓	✓	The provision of accessible open space, sport and recreation facilities will reduce the need to travel and the length of journeys.
SA10 – Promoting, enhancing and respecting Stockton Borough’s culture and heritage.	✓	✓	✓	The provision of open space, especially parks and gardens, can contribute to or enhance the culture and heritage of the Borough.

Policy PF2 – Maximise Civic Space for Community Interaction.				
Sustainability Objectives	Assessment of the Effect			Further Comments on the Appraisal
	Short	Medium	Long	
SA1 – Strengthening the Stockton Borough economy.	✓	✓	✓	Events and performances held within the main centres will contribute to the vitality and viability of those centres and the local economy.
SA2 – Adapting to and mitigating against climate change.	✓	✓	✓	The improvement of events spaces within existing centres will attract events into areas that are well served by public transport.
SA3 – Living within environmental limits.	✓	✓	✓	The improvement of events spaces within existing centres will attract events into areas that are well served by public transport and will reduce pressure on out of town, greenfield sites.
SA4 – Developing a more sustainable employment market in the Stockton Borough.	✓	✓	✓	Events and performances held within the main centres will contribute to the vitality and viability of those centres and the local economy and improve employment opportunities within those areas.
SA5 – Establishing a strong learning and skills base for the Stockton Borough.	–	–	–	There is no strong relationship with this objective.
SA6 – Improving health and well-being while reducing inequalities in health.	–	–	–	There is no strong relationship with this objective
SA7 – Safeguarding and enhancing the Stockton Borough’s environmental infrastructure.	✓	✓	✓	Attracting events into existing centres will reduce pressure on out of town greenfield sites, and is compatible with this objective.
SA8 – Building sustainable communities in the Stockton Borough.	✓	✓	✓	The enhancement of spaces for public events and social interaction will be important for the local communities and is compatible with this objective.
SA9 – Developing sustainable transport and communication.	✓	✓	✓	Encouraging events into centres with good public transport links if compatible with this objective.
SA10 – Promoting, enhancing and respecting Stockton Borough’s culture and heritage.	✓	✓	✓	The enhancement of civic spaces has the potential to impact positively upon the image of the Borough and may promote cultural activities.

Policy PF3 – Community Facilities				
Sustainability Objectives	Assessment of the Effect			Further Comments on the Appraisal
	Short	Medium	Long	
SA1 – Strengthening the Stockton Borough economy.	✓	✓	✓	The provision of additional facilities within the Borough will contribute to the local economy.
SA2 – Adapting to and mitigating against climate change.	?	?	?	The provision for easily accessible community facilities is likely to reduce travel distances. However, there is the potential for increased emissions from travel to the both and marina/moorings and a crematorium, which are likely to have visitors from outside the immediate locality. This impact cannot be quantified at this time and depends on the scale and nature of the developments.
SA3 – Living within environmental limits.	?	?	?	The provision for easily accessible community facilities is likely to reduce travel distances. However, there is the potential for increased emissions from travel to the both and marina/moorings and a crematorium, which are likely to have visitors from outside the immediate locality. This impact cannot be quantified at this time and depends on the scale and nature of the developments. In addition all developments are located on greenfield land.
SA4 – Developing a more sustainable employment market in the Stockton Borough.	–	–	–	There is no strong relationship with this objective.
SA5 – Establishing a strong learning and skills base for the Stockton Borough.	–	–	–	There is no strong relationship with this objective.
SA6 – Improving health and well-being while reducing inequalities in health.	✓	✓	✓	The marina will provide for increased leisure and sporting use of the river and accessible open space at the former Blakeston School site.
SA7 – Safeguarding and enhancing the Stockton Borough’s environmental infrastructure.	XI/?	XI/?	XI/?	The provision of additional open space is generally positive for the local environment. However, development on the river frontage and the increased use of the river for leisure purposes has the potential to impact negatively on a nearby nature reserve and have wider biodiversity and landscape impacts.
SA8 – Building sustainable communities in the Stockton Borough.	✓	✓	✓	The provision of an extra facility for residents is compatible with this objective.

SA9 – Developing sustainable transport and communication.	?	?	?	The provision of community facilities general reduces the need to travel for people within those areas. However, the provision of the marina and the crematorium has the potential to encourage improved public transport links to the surrounding area. However, both sites are likely to increase visits from outside of the immediate area and car parking may be provided and the impact of the proposal upon travel by private vehicle is uncertain. The nature of these impact depends upon the scale of the developments and is uncertain at this stage.
SA10 – Promoting, enhancing and respecting Stockton Borough’s culture and heritage.	✓	✓	✓	The provision of the marina has the potential to support tourism and improve the image of the area and is compatible with this objective.

Policy H1 – New Housing Sites				
Sustainability Objectives	Assessment of the Effect			Further Comments on the Appraisal
	Short	Medium	Long	
SA1 – Strengthening the Stockton Borough economy.	✓✓	✓✓	✓✓	The policy allocates land for and supports the delivery of over 10,000 dwellings. This will have significant benefits for the economy of the Borough from both the jobs provided by housing construction and the provision of homes which will allow a growing population to stay within the Borough
SA2 – Adapting to and mitigating against climate change.	X	X	X	Large scale housing development within the borough will inevitably lead to some increase in emissions and a growth in car travel within the Borough. Although, the majority of allocations are located with good links to public transport which will avoid a significant impact.
SA3 – Living within environmental limits.	X	X	X	Large scale housing development within the borough will inevitably lead to some increase in travel, resource use and waste leading to some incompatibility with this objective. However, the policy has allocated a number of brownfield sites and the majority of allocations are located with good links to public transport, this will avoid a significant impact.
SA4 – Developing a more sustainable employment market in the Stockton Borough.	✓✓	✓✓	✓✓	The policy provides for a significant level of new housing development, which will support the economy of the Borough and also provide direct support for the construction industry.
SA5 – Establishing a strong learning and skills base for the Stockton Borough.	✓	✓	✓	The significant support for employment opportunities from new housing has the potential to lead to increased opportunities for training.

SA6 – Improving health and well-being while reducing inequalities in health.	–	–	–	There is no strong relationship with this objective.
SA7 – Safeguarding and enhancing the Stockton Borough’s environmental infrastructure.	?	?	?	While many of the sites are located within the conurbation and on sites without an identified impact upon the landscape or biodiversity, the cumulative impact of significant levels of housing in the Borough will have an impact upon its landscape, particularly in areas with a number of greenfield allocations. However, the scale and nature of this impact is subject to the detail of the developments and any proposed mitigation.
SA8 – Building sustainable communities in the Stockton Borough.	✓✓	✓✓	✓✓	The allocations will contribute significantly to providing an appropriate mix of housing for the Borough and the level of new housing development will lead to the provision of a number of new services and facilities.
SA9 – Developing sustainable transport and communication.	○	○	○	The provision of significant levels of new housing will lead to increased trips by private vehicle. However, the majority of allocations are located with good public transport links and/or include the provision of on-site services and facilities to reduce this impact.
SA10 – Promoting, enhancing and respecting Stockton Borough’s culture and heritage.	?	?	?	The Council’s Historic Environment Assessment for Allocations has not identified any adverse impacts from the housing allocations, subject to the detail of the proposed developments.

Policy H2 – Victoria Estate				
Sustainability Objectives	Assessment of the Effect			Further Comments on the Appraisal
	Short	Medium	Long	
SA1 – Strengthening the Stockton Borough economy.		✓✓	✓✓	The policy provides for a significant scale regeneration scheme on the edge of the Town Centre, which will have positive impacts on the local economy. These include jobs from the construction of new dwellings as well the potential for additional business investment within the High Street.
SA2 – Adapting to and mitigating against climate change.		✓	✓	The site is has easy access to the services and facilities of Stockton Town Centre and is well linked to the public transport network. Residents on this site will have a relatively low need to travel by private transport.
SA3 – Living within environmental limits.		✓	✓	The development will be on a brownfield site located with easy access to the Town Centre and public transport networks.

SA4 – Developing a more sustainable employment market in the Stockton Borough.		✓	✓	Regeneration within the Town Centre area has the potential to improve business investments and employment opportunities.
SA5 – Establishing a strong learning and skills base for the Stockton Borough.		–	–	There is no strong relationship with this objective.
SA6 – Improving health and well-being while reducing inequalities in health.		–	–	There is no strong relationship.
SA7 – Safeguarding and enhancing the Stockton Borough’s environmental infrastructure.		–	–	There is no strong relationship with this objective. While the site is brownfield it is not a contaminated site and there will be no significant improvements to open spaces as a result of the development.
SA8 – Building sustainable communities in the Stockton Borough.		✓✓	✓✓	The policy provides for the regeneration of a run-down housing area with easy access to a number of services and facilities. In addition, the policy supports development which provides accommodation suitable for an aging population.
SA9 – Developing sustainable transport and communication.		✓✓	✓✓	The site has easy access to the public transport network which services the Town Centre, including Stockton Railway Station.
SA10 – Promoting, enhancing and respecting Stockton Borough’s culture and heritage.		○	○	The development area is in close proximity to the Stockton Conservation Area and heritage assets in the Town Centre. While there is potential for an impact upon these assets, the Council’s Historic Environment Assessment for Allocations considers that there is unlikely to be a negative impact.

Policy H3– Boathouse Lane				
Sustainability Objectives	Assessment of the Effect			Further Comments on the Appraisal
	Short	Medium	Long	
SA1 – Strengthening the Stockton Borough economy.			✓✓?	The allocation is a brownfield site near to Stockton Town Centre and, as such, the development is likely to have an impact upon the viability of business within this area as well as the economic benefits associated with the construction of new dwellings. However, existing business will be required to relocate, which may be to locations outside of the Borough, but this is uncertain at this stage.

SA2 – Adapting to and mitigating against climate change.			○	The site has access to the services and facilities of Stockton Town Centre and is well linked to the public transport network. Residents on this site will have a relatively low need to travel by private transport. The site is largely areas of Flood Zones 2 and 3, although it has been demonstrated that appropriate mitigation can be provided, which includes compensatory flood storage or flood resilience measures.
SA3 – Living within environmental limits.			✓	The site is a former industrial site and is a brownfield location. The site is has access to the services and facilities of Stockton Town Centre and is well linked to the public transport network. Residents on this site will have a relatively low need to travel by private transport.
SA4 – Developing a more sustainable employment market in the Stockton Borough.			?	The development of this site for housing will require the relocation of a number of existing business and the impact on the employment market will depend upon decision taken by these businesses..
SA5 – Establishing a strong learning and skills base for the Stockton Borough.			–	There is no strong relationship with this objective.
SA6 – Improving health and well-being while reducing inequalities in health.			✓	The development will accommodate a riverside walkway and cycle way which will provide additional opportunities for recreation along the river corridor.
SA7 – Safeguarding and enhancing the Stockton Borough’s environmental infrastructure.			✓	The site is a former industrial site and development for residential purposes will lead to its remediation.
SA8 – Building sustainable communities in the Stockton Borough.			✓	The site is well located in relation to the Town Centre and public transport links and will contribute to the mix of housing for the Borough.
SA9 – Developing sustainable transport and communication.			✓✓	The development is located near to the Town Centre, adjacent to a Core Bus Route and within 500m of Thornaby Railway Station.
SA10 – Promoting, enhancing and respecting Stockton Borough’s culture and heritage.			○	The allocation is within close proximity of the site the Grade II* Listed Booking Office of the Stockton and Darlington Railway as well as the Grade II Listed Buildings of 50-56 Bridge Road and Victoria Bridge. While, there is potential for an impact upon these assets, the Councils Historic Environment Assessment for Allocations considers that this can be mitigated at application stage through appropriate design.



Policy H4– Queens Park North				
Sustainability Objectives	Assessment of the Effect			Further Comments on the Appraisal
	Short	Medium	Long	
SA1 – Strengthening the Stockton Borough economy.		✓✓	✓✓	The policy supports the expansion of a residential area within central Stockton. Economic benefits will come from construction related jobs and new housing stock.
SA2 – Adapting to and mitigating against climate change.		✓	✓	The site is has access to the services and facilities of Stockton Town Centre and is well linked to the public transport network. Residents on this site will have a relatively low need to travel by private transport. An area of Flood Risk associated with Lustrum Beck lies within the site. However the sequential test demonstrates that any risk can be suitably mitigated.
SA3 – Living within environmental limits.		✓	✓	The development will be on a brownfield site located with access to the Town Centre and public transport networks.
SA4 – Developing a more sustainable employment market in the Stockton Borough.		–	–	There is no strong relationship with this objective.
SA5 – Establishing a strong learning and skills base for the Stockton Borough.		–	–	There is no strong relationship with this objective.
SA6 – Improving health and well-being while reducing inequalities in health.		–	–	There is no strong relationship with this objective.
SA7 – Safeguarding and enhancing the Stockton Borough’s environmental infrastructure.		○	○	The site is a brownfield location located within the conurbation and no significant impacts upon landscape are predicted. Areas of biodiversity associated with habitat around Lustrum Beck have been identified within the site but appropriate mitigation can be provided.
SA8 – Building sustainable communities in the Stockton Borough.		✓	✓	The site is located within central Stockton and has very good access to local services and facilities and its allocation will support the provision of a mix of housing for the Borough.
SA9 – Developing sustainable transport and communication.		✓	✓	The site is located in close proximity to a Core Bus Route and within 2km of Stockton Railway Station. It also has good access to a number of services/facilities.
SA10 – Promoting, enhancing and respecting Stockton Borough’s culture and heritage.		–	–	There is n strong relationship with this objective.

Policy H5 – Swainby Road				
Sustainability Objectives	Assessment of the Effect			Further Comments on the Appraisal
	Short	Medium	Long	
SA1 – Strengthening the Stockton Borough economy.	✓	✓✓	✓✓	The policy supports the regeneration of a residential area within central Stockton. Economic benefits will come from construction related jobs and improved housing stock.
SA2 – Adapting to and mitigating against climate change.	✓	✓	✓	The site is has access to the services and facilities of Stockton Town Centre and is well linked to the public transport network. Residents on this site will have a relatively low need to travel by private transport.
SA3 – Living within environmental limits.	✓	✓	✓	The development will be on a brownfield site located with access to the Town Centre and public transport networks.
SA4 – Developing a more sustainable employment market in the Stockton Borough.	–	–	–	There is no strong relationship with this objective.
SA5 – Establishing a strong learning and skills base for the Stockton Borough.	–	–	–	There is no strong relationship with this objective.
SA6 – Improving health and well-being while reducing inequalities in health.	–	–	–	There is no strong relationship with this objective.
SA7 – Safeguarding and enhancing the Stockton Borough’s environmental infrastructure.	✓	✓	✓	The allocation is a brownfield site within the existing conurbation but there is potential for the development to impact upon the habitat of the adjacent Lustrum Beck. The policy requires that development takes full account of the habitat and it is likely that any impact will be positive as the development has the potential to lead to an enhancement of the area from the previous residential development on the site.
SA8 – Building sustainable communities in the Stockton Borough.	✓	✓✓	✓✓	The development is a regeneration scheme and will lead to an enhancement of the existing neighbourhood. The site is also located within central Stockton and has good access to services and facilities.
SA9 – Developing sustainable transport and communication.	✓	✓	✓	The development is located with close proximity to a Core Bus Route and Stockton Railway Station is within 2km of the site.
SA10 – Promoting, enhancing and respecting Stockton Borough’s culture and heritage.	–	–	–	There is no strong relationship with this objective.

Policy H6– Land off Albany Road				
Sustainability Objectives	Assessment of the Effect			Further Comments on the Appraisal
	Short	Medium	Long	
SA1 – Strengthening the Stockton Borough economy.	–	✓	✓	The development of a site for housing is compatible with this objective.
SA2 – Adapting to and mitigating against climate change.		✓	✓	The site is located within the existing conurbation and has good access to services and facilities to reduce the need to travel.
SA3 – Living within environmental limits.		○	○	Being within the existing conurbation, the site has good links to services and facilities but the development will involve development of greenfield land.
SA4 – Developing a more sustainable employment market in the Stockton Borough.		–	–	There is no strong relationship with this objective.
SA5 – Establishing a strong learning and skills base for the Stockton Borough.		–	–	There is no strong relationship with this objective. The site is a former school, but the education facility was relocated prior to allocation.
SA6 – Improving health and well-being while reducing inequalities in health.		X	X	The development will lead to the loss of part of an area of open space, although this will not include the adjacent playing fields.
SA7 – Safeguarding and enhancing the Stockton Borough’s environmental infrastructure.		X	X	The site is located within the existing conurbation but there will be some development of greenfield land. The impacts upon biodiversity are unlikely to be significant as this is a maintained area of open space of low biodiversity value.
SA8 – Building sustainable communities in the Stockton Borough.		✓	✓	The site is located within the existing conurbation and has good access to services and facilities.
SA9 – Developing sustainable transport and communication.		✓	✓	The site is located near to a Core Bus Route and with good access to other services and facilities.
SA10 – Promoting, enhancing and respecting Stockton Borough’s culture and heritage.		–	–	There is no strong relationship with this objective.

Policy H7 – North of Junction Road				
Sustainability Objectives	Assessment of the Effect			Further Comments on the Appraisal
	Short	Medium	Long	
SA1 – Strengthening the Stockton Borough economy.	✓	✓	✓	The development of a site for housing is compatible with this objective.
SA2 – Adapting to and mitigating against climate change.	✓	✓	✓	The site is located within the existing conurbation and has access to some services and facilities to reduce the need to travel. The site is not located within a flood zone and is adjacent to a Core Bus Route.
SA3 – Living within environmental limits.	✓	✓	✓	Being within the existing conurbation, the site has access to some services and facilities and the development will mostly be on brownfield land.
SA4 – Developing a more sustainable employment market in the Stockton Borough.	–	–	–	There is no strong relationship with this objective.
SA5 – Establishing a strong learning and skills base for the Stockton Borough.	–	–	–	There is no strong relationship with this objective.
SA6 – Improving health and well-being while reducing inequalities in health.	○	○	○	The development will be adjacent to a railway and the noise generated will have the potential to impact upon the wellbeing of adjacent residents. However, the policy requires this to be taken into account in the design of the development.
SA7 – Safeguarding and enhancing the Stockton Borough’s environmental infrastructure.	✓	✓	✓	The site is located within the conurbation and is a brownfield development.
SA8 – Building sustainable communities in the Stockton Borough.	✓	✓	✓	The site is located within the existing conurbation and has good access to a number of local services/facilities.
SA9 – Developing sustainable transport and communication.	✓	✓	✓	The development site is located adjacent to a Core Bur Route and has good access to a number of other services and facilities which will reduce the need to travel by private vehicle.
SA10 – Promoting, enhancing and respecting Stockton Borough’s culture and heritage.	–	–	–	There is no strong relationship with this objective.

Policy H8 –South of Junction Road				
Sustainability Objectives	Assessment of the Effect			Further Comments on the Appraisal
	Short	Medium	Long	
SA1 – Strengthening the Stockton Borough economy.	✓	✓	✓	The development of a site for housing is compatible with this objective.
SA2 – Adapting to and mitigating against climate change.	✓	✓	✓	The site is located within the existing conurbation and has access to some services and facilities to reduce the need to travel. The site is not located within a flood zone and is adjacent to a Core Bus Route.
SA3 – Living within environmental limits.	○	○	○	The site is within the existing conurbation but the development will involve the loss of greenfield land.
SA4 – Developing a more sustainable employment market in the Stockton Borough.	–	–	–	There is no strong relationship with this objective.
SA5 – Establishing a strong learning and skills base for the Stockton Borough.	?	?	?	The development of the site will involve the loss of the education centre, which is used as a training facility. The services in the centre will be relocated but it is uncertain how the accessibility will be affected.
SA6 – Improving health and well-being while reducing inequalities in health.	✓	✓	✓	The development will lead to the loss of part of an area of open space. However, the policy requires the retention of a significant area and its enhancement. It is likely that the enhancement of the space will lead to some improved recreation opportunity.
SA7 – Safeguarding and enhancing the Stockton Borough’s environmental infrastructure.	○	○	○	The site is located within the conurbation and there will be some loss of an area of open space. However, the area is maintained as a playing pitch and of low biodiversity value. Also, the policy will require enhancements to the remaining open space.
SA8 – Building sustainable communities in the Stockton Borough.	✓	✓	✓	The site is located within the existing conurbation and has access to some local services/facilities. In addition the policy will require the enhancement of remaining open space, which will benefit the existing community.
SA9 – Developing sustainable transport and communication.	✓	✓	✓	The site is located within the conurbation and adjacent to a Core Bus Route.
SA10 – Promoting, enhancing and respecting Stockton Borough’s culture and heritage.	–	–	–	There is no strong relationship with this objective.

Policy H9 – Darlington Back Lane				
Sustainability Objectives	Assessment of the Effect			Further Comments on the Appraisal
	Short	Medium	Long	
SA1 – Strengthening the Stockton Borough economy.	✓	✓	✓	The development of a site for housing is compatible with this objective.
SA2 – Adapting to and mitigating against climate change.	✓	✓	✓	The site is located within the existing conurbation and has access to some services and facilities to reduce the need to travel. The site is not located within a flood zone and is close to a Core Bus Route.
SA3 – Living within environmental limits.	○	○	○	The site is within the existing conurbation but the development will involve the loss of greenfield land.
SA4 – Developing a more sustainable employment market in the Stockton Borough.	–	–	–	There is no strong relationship with this objective.
SA5 – Establishing a strong learning and skills base for the Stockton Borough.	–	–	–	There is no strong relationship with this objective.
SA6 – Improving health and well-being while reducing inequalities in health.	✗	✗	✗	The development will lead to the loss of part of an area of open space without enhancements to the remaining area.
SA7 – Safeguarding and enhancing the Stockton Borough’s environmental infrastructure.	✗	✗	✗	The site is located within the existing conurbation but there will be some development of greenfield land and loss of open space. The impacts upon biodiversity are unlikely to be significant as this is a maintained area of open space of low biodiversity value.
SA8 – Building sustainable communities in the Stockton Borough.	✓	✓	✓	The site is located within the existing conurbation and has good access to some local services/facilities.
SA9 – Developing sustainable transport and communication.	✓	✓	✓	The site is adjacent to a Core Bus Route and is within the existing conurbation, reducing the need to travel by private vehicle.
SA10 – Promoting, enhancing and respecting Stockton Borough’s culture and heritage.	–	–	–	There is no strong relationship with this objective.

Policy H10 – Yarm Road				
Sustainability Objectives	Assessment of the Effect			Further Comments on the Appraisal
	Short	Medium	Long	
SA1 – Strengthening the Stockton Borough economy.	✓	✓	✓	The development of a site for housing is compatible with this objective.
SA2 – Adapting to and mitigating against climate change.	✓	✓	✓	The site is located within the existing conurbation and has access to some services and facilities to reduce the need to travel. The site is not located within a flood zone and is close to a Core Bus Route.
SA3 – Living within environmental limits.	○	○	○	The site is within the existing conurbation but the development will involve the loss of greenfield land.
SA4 – Developing a more sustainable employment market in the Stockton Borough.	–	–	–	There is no strong relationship with this objective.
SA5 – Establishing a strong learning and skills base for the Stockton Borough.	–	–	–	There is no strong relationship with this objective.
SA6 – Improving health and well-being while reducing inequalities in health.	✓	✓	✓	The development will lead to the loss of part of an area of open space but enhancements to the remaining area are required and the development of the site allows the Council to secure ownership of a significant area of natural greenspace to the south of Hartburn Village, thereby securing the site for public access and recreation in the long term.
SA7 – Safeguarding and enhancing the Stockton Borough’s environmental infrastructure.	✓	✓	✓	The development will lead to the loss of part of an area of open space but enhancements to the remaining area are required and the development of the site allows the Council to secure ownership of a substantial area of natural greenspace to the south of Hartburn Village, thereby securing the future of the greenspace, which has landscape and biodiversity value.
SA8 – Building sustainable communities in the Stockton Borough.	✓	✓	✓	The site is located within the existing conurbation and has good access to some local services/facilities.
SA9 – Developing sustainable transport and communication.	✓	✓	✓	The site is located within the conurbation and is adjacent to the Core Bus Route along Yarm Road reducing the need to travel by private vehicle.
SA10 – Promoting, enhancing and respecting Stockton Borough’s culture and heritage.	–	–	–	There is no strong relationship with this objective.

Policy H11 – Abbey Hill, Norton				
Sustainability Objectives	Assessment of the Effect			Further Comments on the Appraisal
	Short	Medium	Long	
SA1 – Strengthening the Stockton Borough economy.	✓	✓	✓	The development of a site for housing is compatible with this objective.
SA2 – Adapting to and mitigating against climate change.	✓	✓	✓	The site is located within the existing conurbation and has access to some services and facilities to reduce the need to travel. The site is not located within a flood zone and has reasonable access to a Core Bus Route.
SA3 – Living within environmental limits.	✓	✓	✓	The site is located within the existing conurbation and is a brownfield site
SA4 – Developing a more sustainable employment market in the Stockton Borough.	–	–	–	There is no strong relationship with this objective.
SA5 – Establishing a strong learning and skills base for the Stockton Borough.	–	–	–	There is no strong relationship with this objective.
SA6 – Improving health and well-being while reducing inequalities in health.	–	–	–	There is no strong relationship with this objective.
SA7 – Safeguarding and enhancing the Stockton Borough’s environmental infrastructure.	✓	✓	✓	The site is within the conurbation and is a brownfield site. Development of these areas will reduce pressure of greenfield sites or those outside of the conurbation and with a greater landscape impact.
SA8 – Building sustainable communities in the Stockton Borough.	✓	✓	✓	The site is within the conurbation and with access to some existing services and facilities.
SA9 – Developing sustainable transport and communication.	○	○	○	The site is within the conurbation and has reasonable access to stops on the Core Bus Route.
SA10 – Promoting, enhancing and respecting Stockton Borough’s culture and heritage.	–	–	–	There is no strong relationship with this objective.



Policy H12 – Somerset Road, Norton				
Sustainability Objectives	Assessment of the Effect			Further Comments on the Appraisal
	Short	Medium	Long	
SA1 – Strengthening the Stockton Borough economy.	✓	✓	✓	The development of a site for housing is compatible with this objective.
SA2 – Adapting to and mitigating against climate change.	✓	✓	✓	The site is located within the existing conurbation and has access to some services and facilities to reduce the need to travel. The site is not located within a flood zone and is close to a Core Bus Route.
SA3 – Living within environmental limits.	○	○	○	The site is within the existing conurbation but the development will involve the loss of greenfield land.
SA4 – Developing a more sustainable employment market in the Stockton Borough.	–	–	–	There is no strong relationship with this objection.
SA5 – Establishing a strong learning and skills base for the Stockton Borough.	–	–	–	There is no strong relationship with this objection.
SA6 – Improving health and well-being while reducing inequalities in health.	–	–	–	There is no strong relationship with this objective.
SA7 – Safeguarding and enhancing the Stockton Borough’s environmental infrastructure.	✗	✗	✗	The site is located within the existing conurbation but there will be some development of greenfield land and loss of amenity open space. The impacts upon biodiversity are unlikely to be significant as this is a maintained area of open space of low biodiversity value.
SA8 – Building sustainable communities in the Stockton Borough.	✓	✓	✓	The site is within the conurbation and with access to some existing services and facilities.
SA9 – Developing sustainable transport and communication.	✓	✓	✓	The site is within the conurbation and has good access to a Core Bus Route.
SA10 – Promoting, enhancing and respecting Stockton Borough’s culture and heritage.	–	–	–	There is no strong relationship with this objective.

Policy H13 – South of Kingfisher Way, Bowesfield				
Sustainability Objectives	Assessment of the Effect			Further Comments on the Appraisal
	Short	Medium	Long	
SA1 – Strengthening the Stockton Borough economy.	✓	✓	✓	The development of a site for housing is compatible with this objective.
SA2 – Adapting to and mitigating against climate change.	○	○	○	The site is in close proximity to employment opportunities and a convenience retail store is to be provided on an adjacent allocation. However, the Core Bus Route is up to 2km away and there is likely to be some requirement for travel by private vehicle.
SA3 – Living within environmental limits.	○	○	○	The site is a brownfield allocation but with only limited access to services and facilities.
SA4 – Developing a more sustainable employment market in the Stockton Borough.	–	–	–	There is no strong relationship with this objective.
SA5 – Establishing a strong learning and skills base for the Stockton Borough.	–	–	–	There is no strong relationship with this objective.
SA6 – Improving health and well-being while reducing inequalities in health.	–	–	–	There is no strong relationship with this objective.
SA7 – Safeguarding and enhancing the Stockton Borough’s environmental infrastructure.	✓	✓	✓	The development site is brownfield land and is between existing developments. Development of these areas will reduce pressure of greenfield sites or those outside of the conurbation and with a greater landscape impact.
SA8 – Building sustainable communities in the Stockton Borough.	○	○	○	The site has good access to employment opportunities, however, it has only limited access to other facilities such as schools and health care provision and the Core Bus Route is up to 2km away.
SA9 – Developing sustainable transport and communication.	○	○	○	The Core Bus Route is up to 2km away and there is no non-core bus route nearer to the site. The limited access to facilities other than employment will encourage travel by private motor vehicle.
SA10 – Promoting, enhancing and respecting Stockton Borough’s culture and heritage.	–	–	–	There is no strong relationship with this objective.

Policy H14 – Bowesfield Riverside				
Sustainability Objectives	Assessment of the Effect			Further Comments on the Appraisal
	Short	Medium	Long	
SA1 – Strengthening the Stockton Borough economy.	✓✓	✓✓	✓✓	The development of a significant number of new dwellings will have a positive impact upon the economy of the Borough from both construction and provision for increasing population.
SA2 – Adapting to and mitigating against climate change.	○	○	○	The site is in close proximity to employment opportunities and a convenience retail store is to be provided. However, the Core Bus Route is up to 2km away and there is likely to be some requirement for travel by private vehicle.
SA3 – Living within environmental limits.	○	○	○	The site is a brownfield allocation but with only limited access to services and facilities.
SA4 – Developing a more sustainable employment market in the Stockton Borough.	–	–	–	There is no strong relationship with this objective.
SA5 – Establishing a strong learning and skills base for the Stockton Borough.	–	–	–	There is no strong relationship with this objective.
SA6 – Improving health and well-being while reducing inequalities in health.	?	?	?	Parts of the site are immediately adjacent to industrial properties on Bowesfield Crescent. There is potential for noise and disturbance that could impact upon the wellbeing of neighbouring residents. However, this impact will depend upon the design and layout out of the new development.
SA7 – Safeguarding and enhancing the Stockton Borough’s environmental infrastructure.	✓	✓	✓	The development site is brownfield land and is between existing developments. Development of these areas will reduce pressure of greenfield sites or those outside of the conurbation and with a greater landscape impact.
SA8 – Building sustainable communities in the Stockton Borough.	○	○	○	The site has good access to employment opportunities, however, it has only limited poor access other facilities such as schools and health care provision and the Core Bus Route is up to 2km away.
SA9 – Developing sustainable transport and communication.	○	○	○	The Core Bus Route is up to 2km away and there is no non-core bus route nearer to the site. The limited access to facilities other than employment will encourage travel by private motor vehicle.

SA10 – Promoting, enhancing and respecting Stockton Borough’s culture and heritage.	–	–	–	There is no strong relationship with this objective.
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Policy H15 – North of Kingfisher Way, Bowesfield				
Sustainability Objectives	Assessment of the Effect			Further Comments on the Appraisal
	Short	Medium	Long	
SA1 – Strengthening the Stockton Borough economy.	✓	✓	✓	The development of new housing within the Borough is compatible with this objective.
SA2 – Adapting to and mitigating against climate change.	○	○	○	The site is in close proximity to employment opportunities and a convenience retail store is to be provided on an adjacent allocation. However, the Core Bus Route is up to 2km away and there is likely to be some requirement for travel by private vehicle.
SA3 – Living within environmental limits.	○	○	○	The site is a brownfield allocation but with only limited access to services and facilities.
SA4 – Developing a more sustainable employment market in the Stockton Borough.	–	–	–	There is no strong relationship with this objective.
SA5 – Establishing a strong learning and skills base for the Stockton Borough.	–	–	–	There is no strong relationship with this objective.
SA6 – Improving health and well-being while reducing inequalities in health.	–	–	–	There is no strong relationship with this objective.
SA7 – Safeguarding and enhancing Stockton Borough’s environmental infrastructure.	✓	✓	✓	The development site is brownfield land and is between existing developments.
SA8 – Building sustainable communities in the Stockton Borough.	○	○	○	The site has good access to employment opportunities, however, it has only limited poor access other facilities such as schools and health care provision and the Core Bus Route is up to 2km away.
SA9 – Developing sustainable transport and communication.	○	○	○	The Core Bus Route is up to 2km away and there is no non-core bus route nearer to the site. The limited access to facilities other than employment will encourage travel by private motor vehicle.
SA10 – Promoting, enhancing and respecting Stockton Borough’s culture and heritage.	–	–	–	There is no strong relationship with this objective.

Policy H16 – Red House School, Norton				
Sustainability Objectives	Assessment of the Effect			Further Comments on the Appraisal
	Short	Medium	Long	
SA1 – Strengthening the Stockton Borough economy.	✓	✓	✓	The development of new housing within the Borough is compatible with this objective.
SA2 – Adapting to and mitigating against climate change.	✓	✓	✓	The site is located within the existing conurbation and has good access to services and facilities to reduce the need to travel. The site is not located within a flood zone and is close to a Core Bus Route.
SA3 – Living within environmental limits.	○	○	○	The site is located within the existing conurbation and has good access to services and facilities to reduce the need to travel. However, the site is mostly greenfield.
SA4 – Developing a more sustainable employment market in the Stockton Borough.	–	–	–	There is no strong relationship with this objective.
SA5 – Establishing a strong learning and skills base for the Stockton Borough.	○	○	○	The development will be on the site of Red House School. However, this is a private school that is to relocate to a larger site and the development will not lead to the loss of education facilities.
SA6 – Improving health and well-being while reducing inequalities in health.	○	○	○	The development will lead to the loss of school playing fields. However, the grounds are not open for public use and the playing field provision will be relocated with the school, leading to no overall loss of a sports facility..
SA7 – Safeguarding and enhancing Stockton Borough’s environmental infrastructure.	X	X	X	The site is located within the existing conurbation but there will be some development of greenfield land and loss of amenity open space. The impacts upon biodiversity are unlikely to be significant as this is a maintained area of open space of low biodiversity value. A bat survey has previously been provided which identifies low/moderate numbers of common pipistrelle in one building. Suitable mitigation can be provided.
SA8 – Building sustainable communities in the Stockton Borough.	✓	✓	✓	The site is located within the existing conurbation and has good access to local services/facilities.
SA9 – Developing sustainable transport and communication.	✓	✓	✓	The site has good access to local services and facilities and is located adjacent to a Core Bus Route.

SA10 – Promoting, enhancing and respecting Stockton Borough’s culture and heritage.	○	○	○	The sites are located partly within Norton Conservation Area and adjacent to heritage assets which include the Grade I listed St Mary’s Church. The design and layout of the development is required to take these assets into account and an archaeological assessment has previously been submitted and it is considered that archaeological monitoring during construction will prevent any loss of heritage assets.
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Policy H17 – Shared Infrastructure Policy				
Sustainability Objectives	Assessment of the Effect			Further Comments on the Appraisal
	Short	Medium	Long	
SA1 – Strengthening the Stockton Borough economy.	✓	✓	✓	The delivery of a retail centre will provide some economic benefits to the local area and the highway infrastructure improvement will provide indirect benefits through assisting in the delivery of housing development.
SA2 – Adapting to and mitigating against climate change.	X/✓	X/✓	X/✓	There will be mixed impacts from this policy as the provision of significant highway improvements is likely to lead to an increase in air pollution in the area and promote travel by car. However, improved road access may reduce congestion elsewhere and the provision of a new school and neighbourhood centre may reduce the number of vehicle trips made by the existing residents.
SA3 – Living within environmental limits.	X	X	X	The provision of highway improvements has the potential to increase travel by private car and, while the policy proposes facilities which may reduce the need to travel, these will be provided on greenfield.
SA4 – Developing a more sustainable employment market in the Stockton Borough.	–	–	–	There is no strong relationship with this objective.
SA5 – Establishing a strong learning and skills base for the Stockton Borough.	✓✓	✓✓	✓✓	The policy requires the provision of land to allow the delivery of a new primary school, which will be able to serve both new and existing residents in the area, improving access to and choice of primary education.
SA6 – Improving health and well-being while reducing inequalities in health.	–	–	–	There is no strong relationship with this objective.

SA7 – Safeguarding and enhancing the Stockton Borough’s environmental infrastructure.	X?	X?	X?	The development will be located on greenfield land which is outside the conurbation. However, the specific location of the facilities has yet to be determined and their potential impact upon biodiversity remains uncertain.
SA8 – Building sustainable communities in the Stockton Borough.	✓✓	✓✓	✓✓	The policy requires the provision of new facilities which will provide for the new and existing residents within the area.
SA9 – Developing sustainable transport and communication.	X	X	X	Improvements to the road network have the potential to increase travel by private vehicle.
SA10 – Promoting, enhancing and respecting Stockton Borough’s culture and heritage.	–	–	–	There is no strong relationship with this objective.

Policy H18a – Harrogate Lane				
Sustainability Objectives	Assessment of the Effect			Further Comments on the Appraisal
	Short	Medium	Long	
SA1 – Strengthening the Stockton Borough economy.	✓✓	✓✓	✓✓	The provision of a substantial housing development will bring significant benefits to the local economy both in terms of construction jobs and from an increased population in the area.
SA2 – Adapting to and mitigating against climate change.	✓	✓	✓	The site is located on the edge of the conurbation and has good access to a number of facilities. Further provision for retail and education is to be made within the site and a Core Bus Route is adjacent, which should reduce the need to travel by private vehicle.
SA3 – Living within environmental limits.	○	○	○	The site is a large greenfield development but residents will have good access to facilities and a relatively low need to travel by private vehicle.
SA4 – Developing a more sustainable employment market in the Stockton Borough.	✓	✓	✓	The scale of the development proposed is likely to have some positive impact upon jobs within the construction industry and promote a growth in the local economy.
SA5 – Establishing a strong learning and skills base for the Stockton Borough.	✓	✓	✓	The scale of housing development proposed for this site has led to a requirement for land for a new primary school, which will also improve access to and choice of primary education for existing residents in the area.
SA6 – Improving health and well-being while reducing inequalities in health.	✓	✓	✓	The development will provide for enhancements to the Castle Eden Walkway and additional cycle/pedestrian links which will provide improved recreation opportunities for the new and existing residents in the area.

SA7 – Safeguarding and enhancing the Stockton Borough’s environmental infrastructure.	X/√ ?	X/√ ?	X/√ ?	The development will be located on greenfield land within an area of low landscape capacity for development and there is likely to be some negative impacts upon the landscape. However, the overall impact upon this objective is mixed and uncertain. The site is primarily agricultural land but includes habitats such as trees and hedgerows. These features may be lost but there is potential for the Development Framework Document to secure enhancement to biodiversity and landscaping mitigation, such as the de-culverting of Rosedale Beck.
SA8 – Building sustainable communities in the Stockton Borough.	✓✓	✓✓	✓✓	The development will deliver a significant number of new houses of varying types and tenures, has access to existing services and facilities and will deliver new education and retail provision.
SA9 – Developing sustainable transport and communication.	○	○	○	The development is located with good access to local facilities and adjacent to a Core Bus Route. However, the road improvements required by the development are significant and are likely to promote the use of private vehicle.
SA10 – Promoting, enhancing and respecting Stockton Borough’s culture and heritage.	–	–	–	There is no strong relationship with this objective.

Policy H18b Harrowgate Lane Safeguarded Land.				
Sustainability Objectives	Assessment of the Effect			Further Comments on the Appraisal
	Short	Medium	Long	
SA1 – Strengthening the Stockton Borough economy.		–	✓✓	The provision of a substantial housing development will bring significant benefits to the local economy both in terms of construction jobs and from an increased population in the area.
SA2 – Adapting to and mitigating against climate change.			✓	The site is part of a larger development that is located on the edge of the conurbation and has good access to a number of facilities. Further provision for retail and education is to be made within the site and a Core Bus Route is adjacent, which should reduce the need to travel by private vehicle.
SA3 – Living within environmental limits.			○	The site is a large greenfield development but residents will have good access to facilities and a relatively low need to travel by private vehicle.
SA4 – Developing a more sustainable employment market in the Stockton Borough.			–	There is no strong relationship with this objective.



SA5 – Establishing a strong learning and skills base for the Stockton Borough.			–	There is no strong relationship with this objective.
SA6 – Improving health and well-being while reducing inequalities in health.			?	The safeguarded land will form part of the larger development which will deliver improved recreation opportunities. However, the requirements for the safeguarded area of land are uncertain at this stage as the site will not be included within the Development Framework Document.
SA7 – Safeguarding and enhancing the Stockton Borough’s environmental infrastructure.			X/✓ ?	The development will be located on greenfield land within an area of low landscape capacity for development and there is likely to be some negative impacts upon the landscape. However, the overall impact upon this objective is mixed and uncertain. The site is primarily agricultural land but includes habitats such as trees and hedgerows and many of these features may be lost there is potential for environmental enhancements to be secured. However, the site is not included within the Development Framework Document and the scale of the biodiversity impact and the potential for enhancements is not known at this stage.
SA8 – Building sustainable communities in the Stockton Borough.			✓	The site will form part of a large development with good access to local services and facilities.
SA9 – Developing sustainable transport and communication.			✓	The site will form part of a large development which has good access to local services and is close proximity to a Core Bus Route. The significant highway improvements to be delivered in the area are as a result of the Harrowgate Lane/Yarm Back Lane allocations, which will be provided prior to this site.
SA10 – Promoting, enhancing and respecting Stockton Borough’s culture and heritage.	–	–	–	There is no strong relationship with this objective.

Policy H19 – Yarm Back Lane				
Sustainability Objectives	Assessment of the Effect			Further Comments on the Appraisal
	Short	Medium	Long	
SA1 – Strengthening the Stockton Borough economy.	✓✓	✓✓	✓✓	The provision of a substantial housing development will bring significant benefits to the local economy both in terms of construction jobs and from an increased population in the area.
SA2 – Adapting to and mitigating against climate change.	✓	✓	✓	The site is located on the edge of the conurbation and will have good access to a number of facilities with the provision of the pedestrian and cycle linkages required by the policy. Further provision for retail and education is to be made adjacent to the site and a Core Bus Route is nearby, which should reduce the need to travel by private vehicle.
SA3 – Living within environmental limits.	○	○	○	The site is a large greenfield allocation but is located on the edge of the conurbation and will have good access to a number of facilities with the provision of the pedestrian and cycle linkages required by the policy.
SA4 – Developing a more sustainable employment market in the Stockton Borough.	✓	✓	✓	The scale of the development proposed is likely to have some positive impact upon jobs within the construction industry and promote a growth in the local economy.
SA5 – Establishing a strong learning and skills base for the Stockton Borough.	✓	✓	✓	The scale of housing development proposed for this site has led to a requirement for land for a new primary school, which will also improve access to and choice of primary education for existing residents in the area.
SA6 – Improving health and well-being while reducing inequalities in health.	✓	✓	✓	The development will include pedestrian and cycle linkages which include a link to the National Cycle Network, providing opportunity for recreation.
SA7 – Safeguarding and enhancing the Stockton Borough’s environmental infrastructure.	X/✓ ?	X/✓ ?	X/✓ ?	The development will be located on greenfield land within an area of medium landscape capacity for development and there is likely to be some negative impacts upon the landscape. However, the overall impact upon this objective is mixed and uncertain. The site is primarily agricultural land but includes habitats such as trees and hedgerows and a water course. Some of these features may be lost but there is potential for the Development Framework Document to secure enhancement to biodiversity and landscaping mitigation, such as enhancements to green’s Beck.

SA8 – Building sustainable communities in the Stockton Borough.	✓✓	✓✓	✓✓	The development will deliver a significant number of new houses of varying types and tenures, will have access to existing services and facilities and will deliver new education and retail provision.
SA9 – Developing sustainable transport and communication.	○	○	○	The development will have good access to local facilities and is near to a Core Bus Route. However, the road improvements required by the development are significant and are likely to promote the use of private vehicle.
SA10 – Promoting, enhancing and respecting Stockton Borough’s culture and heritage.	–	–	–	There is no strong relationship with this objective.

Policy H20 – Summerville Farm				
Sustainability Objectives	Assessment of the Effect			Further Comments on the Appraisal
	Short	Medium	Long	
SA1 – Strengthening the Stockton Borough economy.	✓✓	✓✓	✓✓	The provision of a substantial housing development will bring significant benefits to the local economy both in terms of construction jobs and from an increased population in the area.
SA2 – Adapting to and mitigating against climate change.	✓	✓	✓	The site is located on the edge of the conurbation and will have good access to a number of facilities. The site is also adjacent to a Core Bus Route which should reduce the need to travel by private vehicle.
SA3 – Living within environmental limits.	○	○	○	The site is a large greenfield allocation but is located on the edge of the conurbation and will have good access to a number of facilities with the provision of the pedestrian and cycle linkages required by the policy.
SA4 – Developing a more sustainable employment market in the Stockton Borough.	–	–	–	There is no strong relationship with this objective.
SA5 – Establishing a strong learning and skills base for the Stockton Borough.	–	–	–	There is no strong relationship with this objective.
SA6 – Improving health and well-being while reducing inequalities in health.	✓	✓	✓	The development will include links to the National Cycle Network, providing opportunities for recreation, and the policy requires a landscape buffer adjacent to the railway which will prevent an impact upon the wellbeing of residents from noise.

SA7 – Safeguarding and enhancing the Stockton Borough’s environmental infrastructure.	○	○	○	The development will be located on greenfield land within an area of medium landscape capacity for development. There is likely to be impacts upon the landscape but these may be partially mitigated by the requirement for a landscape buffer. A previously submitted ecological assessment of the site identified that the development is unlikely to have any impact upon any designated wildlife sites and that it was possible to adequately mitigate against the loss of any other habitats within the site, such as hedgerows and semi-improved grassland.
SA8 – Building sustainable communities in the Stockton Borough.	✓	✓	✓	The development will provide new housing in a location that has good access to services and facilities.
SA9 – Developing sustainable transport and communication.	✓	✓	✓	The site is located with good access to services and facilities and is adjacent to a Core Bus Route.
SA10 – Promoting, enhancing and respecting Stockton Borough’s culture and heritage.	○	○	○	A World War II pill box has been identified as a heritage asset within the site. The policy requires measures for its protection so there is unlikely to be any significant adverse impact upon this asset.

Policy H21 – Leeholme Road				
Sustainability Objectives	Assessment of the Effect			Further Comments on the Appraisal
	Short	Medium	Long	
SA1 – Strengthening the Stockton Borough economy.	✓	✓	✓	The development of a site for new housing is compatible with this objective.
SA2 – Adapting to and mitigating against climate change.	✓	✓	✓	The site is located within the conurbation and with good access to services and facilities.
SA3 – Living within environmental limits.	✓	✓	✓	The site is a brownfield site and is located with good access to services and facilities, including a Core Bus Route and Billingham Railway Station.
SA4 – Developing a more sustainable employment market in the Stockton Borough.	–	–	–	There is no strong relationship with this objective.
SA5 – Establishing a strong learning and skills base for the Stockton Borough.	–	–	–	There is no strong relationship with this objective.
SA6 – Improving health and well-being while reducing inequalities in health.	○	○	○	The site is located in close proximity to a railway line but the requirement for the development to take this into account should prevent any impact upon the wellbeing of the residents from unacceptable noise.

SA7 – Safeguarding and enhancing the Stockton Borough’s environmental infrastructure.	✓	✓	✓	The site is a brownfield site located within the conurbation and the development of such sites will reduce pressure on greenfield sites within the countryside.
SA8 – Building sustainable communities in the Stockton Borough.	✓	✓	✓	The site is well located with access to services and facilities.
SA9 – Developing sustainable transport and communication.	✓	✓	✓	The site is located within the existing conurbation with good access to a Core Bus Route and Billingham Railway Station.
SA10 – Promoting, enhancing and respecting Stockton Borough’s culture and heritage.	–	–	–	There is no strong relationship with this objective.

Policy H22 – Land on Cayton Drive, Thornaby				
Sustainability Objectives	Assessment of the Effect			Further Comments on the Appraisal
	Short	Medium	Long	
SA1 – Strengthening the Stockton Borough economy.	✓	✓	✓	The development of a site for new housing is compatible with this objective.
SA2 – Adapting to and mitigating against climate change.	✓	✓	✓	The site is located within reasonable access of existing services and facilities, being within 500m of a Core Bus Route and a retail centre.
SA3 – Living within environmental limits.	○	○	○	The site is located with reasonable access to services and facilities but is a greenfield development.
SA4 – Developing a more sustainable employment market in the Stockton Borough.	–	–	–	There is no strong relationship with this objective.
SA5 – Establishing a strong learning and skills base for the Stockton Borough.	–	–	–	There is no strong relationship with this objective.
SA6 – Improving health and well-being while reducing inequalities in health.	–	–	–	There is no strong relationship with this objective.
SA7 – Safeguarding and enhancing the Stockton Borough’s environmental infrastructure.	○	○	○	The site is a greenfield development located within an area identified as having low capacity for development. However, this particular site has been considered within the Council’s Green Wedge review as not of the same value to the landscape or Green Wedge as the surrounding area. A previously submitted ecological assessment did not identify any significant issues in terms of habitat loss and impact upon biodiversity.
SA8 – Building sustainable communities in the Stockton Borough.	✓	✓	✓	The site is located on the edge of the existing conurbation and has reasonable access to services and facilities.

SA9 – Developing sustainable transport and communication.	✓	✓	✓	The site is located on the edge of the existing conurbation and within 500m of a Core Bus Route.
SA10 – Promoting, enhancing and respecting Stockton Borough’s culture and heritage.	–	–	–	There is no strong relationship with this objective.

Policy H23 – Queens Avenue, Thornaby				
Sustainability Objectives	Assessment of the Effect			Further Comments on the Appraisal
	Short	Medium	Long	
SA1 – Strengthening the Stockton Borough economy.	✓	✓	✓	The development of a site for new housing is compatible with this objective.
SA2 – Adapting to and mitigating against climate change.	✓	✓	✓	The site is located within the existing conurbation with good access to services and facilities including a Core Bus Route and Thornaby Railway Station.
SA3 – Living within environmental limits.	✓	✓	✓	The site is a brownfield site located within the conurbation and with good access to services and facilities.
SA4 – Developing a more sustainable employment market in the Stockton Borough.	–	–	–	There is no strong relationship with this objective.
SA5 – Establishing a strong learning and skills base for the Stockton Borough.	–	–	–	There is no strong relationship with this objective.
SA6 – Improving health and well-being while reducing inequalities in health.	–	–	–	There is no strong relationship with this objective.
SA7 – Safeguarding and enhancing the Stockton Borough’s environmental infrastructure.	✓	✓	✓	The site is a brownfield site located within the existing conurbation and allocation of such sites will reduce pressure on greenfield sites within the countryside.
SA8 – Building sustainable communities in the Stockton Borough.	✓	✓	✓	The site is located within the existing conurbation with good access to services and facilities.
SA9 – Developing sustainable transport and communication.	✓	✓	✓	The site is located with good access to a Core Bus Route and Thornaby Railway Station.
SA10 – Promoting, enhancing and respecting Stockton Borough’s culture and heritage.	–	–	–	There is no strong relationship with this objective.

Policy H24 – Thornaby Football Club				
Sustainability Objectives	Assessment of the Effect			Further Comments on the Appraisal
	Short	Medium	Long	
SA1 – Strengthening the Stockton Borough economy.			✓	The development of new housing will be compatible with this objective.
SA2 – Adapting to and mitigating against climate change.			✓	The site is on the edge of the conurbation and has reasonable access to services and facilities and is within 2km of Thornaby Railway Station.
SA3 – Living within environmental limits.			○	The development site includes some greenfield land but is located on the edge of the conurbation with some access to services and facilities.
SA4 – Developing a more sustainable employment market in the Stockton Borough.			–	There is no strong relationship with this objective.
SA5 – Establishing a strong learning and skills base for the Stockton Borough.			–	There is no strong relationship with this objective.
SA6 – Improving health and well-being while reducing inequalities in health.			○	The development will be located on the site of the current changing facilities and clubhouse associated with the football club. However, the policy requires replacement facilities to be in place prior to the demolition of the existing so there is unlikely to be any impact upon access to sport facilities.
SA7 – Safeguarding and enhancing the Stockton Borough’s environmental infrastructure.			?	The site is located within an area of medium landscape capacity for development. It is currently surrounded by mature trees and some of these may be lost as a result of the development. Information submitted with previous applications did not indicate the loss of any significant habitats. However, the presence old buildings and mature trees would require a bat survey. There is potential for a negative impact due to the loss of trees and potentially bat roosts but this impact is uncertain at this stage.
SA8 – Building sustainable communities in the Stockton Borough.			✓	The site is located on the edge of the conurbation with reasonable access to services and facilities.
SA9 – Developing sustainable transport and communication.			✓	The site is located within 1km of a Core Bus Route and 2km of Thornaby Railway Station and therefore as good access to public transport.
SA10 – Promoting, enhancing and respecting Stockton Borough’s culture and heritage.			–	There is no strong relationship with this objective.



Policy H25 – Land off Urlay Nook Road (Phase 1)				
Sustainability Objectives	Assessment of the Effect			Further Comments on the Appraisal
	Short	Medium	Long	
SA1 – Strengthening the Stockton Borough economy.	✓✓	✓✓	✓✓	The provision of a substantial housing development will bring significant benefits to the local economy both in terms of construction jobs and from an increased population in the area.
SA2 – Adapting to and mitigating against climate change.	✓	✓	✓	The site is smaller and closer to the existing conurbation than Urlay Nook phases 2 and 3. This site has reasonable access to existing services and facilities and is located within the existing limits to development.
SA3 – Living within environmental limits.	○	○	○	The site is a greenfield development but is located with 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.
SA5 – Establishing a strong learning and skills base for the Stockton Borough.	–	–	–	There is no strong relationship with this objective.
SA6 – Improving health and well-being while reducing inequalities in health.	–	–	–	There is no strong relationship with this objective.
SA7 – Safeguarding and enhancing the Stockton Borough’s environmental infrastructure.	○	○	○	The site is a greenfield site but is located within the existing limits to development. Landscape buffers will be provided or retained and there is unlikely to be a significant impact upon the landscape. Previously submitted ecological survey have identified that, while protected species are present in the area, the scale of the impact from the development would be low and mitigation is possible.
SA8 – Building sustainable communities in the Stockton Borough.	✓	✓	✓	The site is located with reasonable access to services and facilities and will contribute to the provision of housing.
SA9 – Developing sustainable transport and communication.	✓	✓	✓	The site is located up to 2km away from a Core Bus Route but does have access to a non-core bus services and is within 2km of Allens West Railway Station.
SA10 – Promoting, enhancing and respecting Stockton Borough’s culture and heritage.	○	○	○	Archaeological remains have previously been identified on the site but trial trenching has been carried out on site and the previous application determined that development was acceptable providing records were made of any heritage assets.

Policy H26 – Allens West				
Sustainability Objectives	Assessment of the Effect			Further Comments on the Appraisal
	Short	Medium	Long	
SA1 – Strengthening the Stockton Borough economy.	✓?	✓?	✓?	The provision of a substantial housing development will bring significant benefits to the local economy both in terms of construction jobs and from an increased population in the area. However, the development of the site will require the relocation of a number of businesses and the impact upon the local economy is uncertain.
SA2 – Adapting to and mitigating against climate change.	✓	✓	✓	The site is located with good access to a number of services and facilities, including employment and a railway station. This will reduce the need to travel by private vehicle.
SA3 – Living within environmental limits.	✓	✓	✓	The site is a large brownfield site located with good access to services and facilities.
SA4 – Developing a more sustainable employment market in the Stockton Borough.	X?	X?	X?	The development of the site for housing will lead to some support for the construction industry. However, a number of existing business will be required to relocate which may impact upon the employment opportunities for the Borough if they relocate outside of the area.
SA5 – Establishing a strong learning and skills base for the Stockton Borough.	–	–	–	There is no strong relationship with this objective.
SA6 – Improving health and well-being while reducing inequalities in health.	–	–	–	There is no strong relationship with this objective.
SA7 – Safeguarding and enhancing the Stockton Borough’s environmental infrastructure.	✓	✓	✓	The site is a brownfield site located within the existing conurbation and there is unlikely to be any significant impact upon the landscape of the area. While the site does include operating businesses, it is located close to a LWS and a previously submitted ecological assessment identified the presence of a protected species on the site. Conditions relating to the planning approval required a mitigation scheme including relocation and habitat enhancement and management. This condition has already been discharged.
SA8 – Building sustainable communities in the Stockton Borough.	✓✓	✓✓	✓✓	The site is located with good access to services and facilities, will contribute to a mix of housing and will provide a small retail development which will also benefit the existing community.

SA9 – Developing sustainable transport and communication.	✓	✓	✓	The site has good access to public transport, including a railway station and will also provide new pedestrian and cycle linkages which will also benefit the existing community.
SA10 – Promoting, enhancing and respecting Stockton Borough’s culture and heritage.	○	○	○	The site is adjacent to the Grade II listed Carter Moor Farmhouse. This was in a state of disrepair and is currently being brought back into use. The layout of the approved application has taken this feature into account and it is not considered that there will be any significant impact upon this asset.

Policy H27 – Land off Roundhill Avenue				
Sustainability Objectives	Assessment of the Effect			Further Comments on the Appraisal
	Short	Medium	Long	
SA1 – Strengthening the Stockton Borough economy.	✓	✓	✓	The development of new housing is compatible with this objective.
SA2 – Adapting to and mitigating against climate change.	✓	✓	✓	The site is located on the edge of the conurbation with good access to a number of services and facilities, including a local centre. This will limit the need to travel by private vehicle.
SA3 – Living within environmental limits.	○	○	○	The site is a greenfield development but is located with good access to a number of services and facilities.
SA4 – Developing a more sustainable employment market in the Stockton Borough.	–	–	–	There is no strong relationship with this objective.
SA5 – Establishing a strong learning and skills base for the Stockton Borough.	–	–	–	There is no strong relationship with this objective.
SA6 – Improving health and well-being while reducing inequalities in health.	–	–	–	There is no strong relationship with this objective.
SA7 – Safeguarding and enhancing the Stockton Borough’s environmental infrastructure.	○?	○?	○?	The site is greenfield and within an area identified as having medium capacity for development. The Council’s Green Wedge Review has considered that the site can be developed without intruding upon the Green Wedge, providing landscaping is required. The site is not in close proximity to a designated site for wildlife but there may be some loss of biodiversity, although the development plan will require mitigation for any significant loss.
SA8 – Building sustainable communities in the Stockton Borough.	✓	✓	✓	The site is located with good access to some services and facilities and is compatible with this objective.
SA9 – Developing sustainable transport and communication.	○	○	○	The site is located close to a bus route but this is a non-core route and there is no access to a Core Bus Route or railway station.
SA10 – Promoting, enhancing and respecting Stockton Borough’s culture and heritage.	–	–	–	There is no strong relationship with this objective.

Policy H28 – Low Lane				
Sustainability Objectives	Assessment of the Effect			Further Comments on the Appraisal
	Short	Medium	Long	
SA1 – Strengthening the Stockton Borough economy.	✓✓	✓✓	✓✓	The provision of a substantial housing development will bring significant benefits to the local economy both in terms of construction jobs and from an increased population in the area.
SA2 – Adapting to and mitigating against climate change.	✓	✓	✓	While the site is up to 2km from the local centre, there is generally good access to services and facilities, particularly education, as the policy requires additional pedestrian linkages.
SA3 – Living within environmental limits.	○	○	○	The site has good access to services and facilities but is large greenfield development.
SA4 – Developing a more sustainable employment market in the Stockton Borough.	–	–	–	There is no strong relationship with this objective.
SA5 – Establishing a strong learning and skills base for the Stockton Borough.	✓✓	✓✓	✓✓	The development of the site is associated with the delivery of a free school and sixth form, which will provide additional secondary education choices for existing residents in the area.
SA6 – Improving health and well-being while reducing inequalities in health.	✓	✓	✓	The delivery of the free school will also provide some outdoor sports facilities.
SA7 – Safeguarding and enhancing the Stockton Borough’s environmental infrastructure.	○	○	○	The site is located within an area with medium landscape capacity for development. It is located within an area that was formally Green Wedge. However, it has been considered that significant Green Wedge remains in this area to prevent a significant impact upon the openness and separation. Ecological assessments submitted with the previous application demonstrate that mitigation can avoid any significant impact upon species or habitats.
SA8 – Building sustainable communities in the Stockton Borough.	✓✓	✓✓	✓✓	The site has some access to local services and facilities and does provide for the delivery of a secondary school and sixth form which will provide for the existing community.
SA9 – Developing sustainable transport and communication.	○	○	○	Ingleby Barwick is not served by a Core Bus Route and the site does not have sustainable access to a railway station. However, there is a non-core bus route in close proximity to the site and pedestrian/cycle linkages will be provided.

SA10 – Promoting, enhancing and respecting Stockton Borough’s culture and heritage.	○	○	○	The site is near to the Grade II listed Little Maltby Farm and archaeological features have been identified within the site. The policy requires archaeological mitigation and a previously approved layout provides a sufficient buffer to avoid an impact upon the setting fo the listed building.
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Policy H29 – Sand Hill				
Sustainability Objectives	Assessment of the Effect			Further Comments on the Appraisal
	Short	Medium	Long	
SA1 – Strengthening the Stockton Borough economy.	✓✓	✓✓	✓✓	The provision of a substantial housing development will bring significant benefits to the local economy both in terms of construction jobs and from an increased population in the area
SA2 – Adapting to and mitigating against climate change.	✓	✓	✓	The site is located adjacent to the existing conurbation and has reasonable access to services and facilities.
SA3 – Living within environmental limits.	○	○	○	The site is a large greenfield site but is located with 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.
SA5 – Establishing a strong learning and skills base for the Stockton Borough.	–	–	–	There is no strong relationship with this objective.
SA6 – Improving health and well-being while reducing inequalities in health.	–	–	–	There is no strong relationship with this objective.
SA7 – Safeguarding and enhancing the Stockton Borough’s environmental infrastructure.	○	○	○	The site is a greenfield site but is located adjacent to existing relatively recent development. The planning approval has considered the impact of the site upon the landscape and biodiversity and has identified no significant impact providing mitigation, such as the landscape buffer required within the policy, is provided.
SA8 – Building sustainable communities in the Stockton Borough.	✓	✓	✓	The site is located adjacent to existing communities, will contribute to new housing for the Borough and has reasonable access to services and facilities.
SA9 – Developing sustainable transport and communication.	○	○	○	The site is located close to a bus route but this is a non-core route and there is no access to a Core Bus Route or railway station.

SA10 – Promoting, enhancing and respecting Stockton Borough’s culture and heritage.	○	○	○	The potential impact of the site upon the historic environment was considered as part of the planning approval. It was considered that there would be no significant impact upon heritage assets, include archaeological remains providing a scheme of investigation was conditioned.
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Policy H30 – Meadowbrook				
Sustainability Objectives	Assessment of the Effect			Further Comments on the Appraisal
	Short	Medium	Long	
SA1 – Strengthening the Stockton Borough economy.	✓✓	✓✓	✓✓	The provision of a substantial housing development will bring significant benefits to the local economy both in terms of construction jobs and from an increased population in the area
SA2 – Adapting to and mitigating against climate change.	✓	✓	✓	The site is located adjacent to the existing conurbation and has good access to services and facilities.
SA3 – Living within environmental limits.	○	○	○	The site is a large greenfield site but is located within the existing conurbation and with good access to services and facilities.
SA4 – Developing a more sustainable employment market in the Stockton Borough.	–	–	–	There is no strong relationship with this objective.
SA5 – Establishing a strong learning and skills base for the Stockton Borough.	–	–	–	There is no strong relationship with this objective.
SA6 – Improving health and well-being while reducing inequalities in health.	–	–	–	There is no strong relationship with this objective.
SA7 – Safeguarding and enhancing the Stockton Borough’s environmental infrastructure.	✓	✓	✓	The site is a greenfield site but is located within the existing conurbation, much of the site has been disturbed due to construction works on neighbouring sites and the construction of an adjacent access road. Furthermore, the development is required to respect the existing green corridor and open space.
SA8 – Building sustainable communities in the Stockton Borough.	✓	✓	✓	The site is located adjacent to existing communities, contributes to new housing and has good access to local services.
SA9 – Developing sustainable transport and communication.	○	○	○	The site has good access to a non-core bus service but no Core Bus Route serves Ingleby Barwick and there is no sustainable access to a railway station.
SA10 – Promoting, enhancing and respecting Stockton Borough’s culture and heritage.	–	–	–	There is no strong relationship with this objective.

Policy H31 – Blair Avenue				
Sustainability Objectives	Assessment of the Effect			Further Comments on the Appraisal
	Short	Medium	Long	
SA1 – Strengthening the Stockton Borough economy.		✓	✓	The development of new housing is compatible with this objective.
SA2 – Adapting to and mitigating against climate change.		✓	✓	The site is located within the existing conurbation and has good access to services and facilities.
SA3 – Living within environmental limits.		○	○	The site is a large greenfield site but is located within the existing conurbation and with good access to services and facilities.
SA4 – Developing a more sustainable employment market in the Stockton Borough.		–	–	There is no strong relationship with this objective.
SA5 – Establishing a strong learning and skills base for the Stockton Borough.		–	–	There is no strong relationship with this objective.
SA6 – Improving health and well-being while reducing inequalities in health.		✓	✓	Whilst the development does lead to the loss of an area of Green Corridor, this did not have public access. The policy requires the remaining area to be opened up for public use.
SA7 – Safeguarding and enhancing the Stockton Borough’s environmental infrastructure.		X	X	The site is located within the existing conurbation. However, the area had previously been identified as green corridor, which is to be lost as a result of the development.
SA8 – Building sustainable communities in the Stockton Borough.		✓✓	✓✓	The site is well connected to existing services and facilities and provides a development of retirement properties which will provide for an aging population.
SA9 – Developing sustainable transport and communication.		○	○	The site has good access to a non-core bus service but no Core Bus Route serves Ingleby Barwick and there is no sustainable access to a railway station.
SA10 – Promoting, enhancing and respecting Stockton Borough’s culture and heritage.		–	–	There is no strong relationship with this objective.



Policy H32 – Land South of Green Lane				
Sustainability Objectives	Assessment of the Effect			Further Comments on the Appraisal
	Short	Medium	Long	
SA1 – Strengthening the Stockton Borough economy.	✓✓	✓✓	✓✓	The provision of a substantial housing development will bring significant benefits to the local economy both in terms of construction jobs and from an increased population in the area
SA2 – Adapting to and mitigating against climate change.	✓	✓	✓	The site is located adjacent to the existing conurbation and has good access to services and facilities.
SA3 – Living within environmental limits.	○	○	○	The site is a large greenfield site but is located adjacent to the existing conurbation and with good access to services and facilities.
SA4 – Developing a more sustainable employment market in the Stockton Borough.	–	–	–	There is no strong relationship with this objective.
SA5 – Establishing a strong learning and skills base for the Stockton Borough.	–	–	–	There is no strong relationship with this objective.
SA6 – Improving health and well-being while reducing inequalities in health.	○	○	○	The site is located adjacent to a railway line. There is potential for noise and disturbance to impact upon the wellbeing of residents. However, it is considered that appropriate mitigation required by the policy will prevent any significant impact.
SA7 – Safeguarding and enhancing the Stockton Borough’s environmental infrastructure.	○	○	○	While the site is a greenfield site located within the Strategic Gap, it is in an area identified as having high landscape capacity for development and the development is not considered to have an impact upon the sense of separation of Yarm and Kirklevington. There is also a requirement for a landscaping buffer adjacent to the rural area and no significant impacts upon the landscape of the area have been identified. A previously submitted Environmental Impact Assessment has identified that there will not be any significant biodiversity impacts as the woodland to the south will be buffered by landscaping.
SA8 – Building sustainable communities in the Stockton Borough.	✓	✓	✓	The site is located with good access to existing services and facilities and cycle and pedestrian crossing will ensure good access across Green Lane.

SA9 – Developing sustainable transport and communication.	✓	✓	✓	The site is located adjacent to Yarm Railway Station and near to a Core Bus Route and existing services and facilities. Cycle and pedestrian crossing will ensure access to these facilities across Green Lane.
SA10 – Promoting, enhancing and respecting Stockton Borough’s culture and heritage.	○	○	○	A previously submitted Environment Impact Assessment identified that some archaeological features may remain due to the undisturbed nature of the site but that mitigation including trial trenching and recording will prevent any significant impacts.

Policy H33 – Tall Trees				
Sustainability Objectives	Assessment of the Effect			Further Comments on the Appraisal
	Short	Medium	Long	
SA1 – Strengthening the Stockton Borough economy.	✓✓	✓✓	✓✓	The provision of a substantial housing development will bring significant benefits to the local economy both in terms of construction jobs and from an increased population in the area.
SA2 – Adapting to and mitigating against climate change.	✓	✓	✓	The site has reasonable access to local services and facilities, including a railway station.
SA3 – Living within environmental limits.	✓	✓	✓	The development will be located partly on brownfield land and has reasonable access to local services and facilities.
SA4 – Developing a more sustainable employment market in the Stockton Borough.	–	–	–	There is no strong relationship with this objective. The hotel and nightclub business had ceased to operate prior to the allocation of the site.
SA5 – Establishing a strong learning and skills base for the Stockton Borough.	–	–	–	There is no strong relationship with this objective.
SA6 – Improving health and well-being while reducing inequalities in health.	–	–	–	There is no strong relationship with this objective.
SA7 – Safeguarding and enhancing the Stockton Borough’s environmental infrastructure.	✓	✓	✓	The commitment is the site of a former hotel and nightclub and, as such the development will not have a significant impact upon the landscape. A previously submitted Environmental Impact Assessment has identified that the development of the site will not have any significant impacts upon biodiversity.
SA8 – Building sustainable communities in the Stockton Borough.	✓?	✓?	✓?	The development will contribute to the provision of new housing and may have reasonable access to services and facilities, providing adequate pedestrian links are provided.

SA9 – Developing sustainable transport and communication.	✓?	✓?	✓?	The site is located within 1km of a Core Bus route and Yarm Railway Station and may have good access to this transport services, providing adequate pedestrian links form part of the development scheme.
SA10 – Promoting, enhancing and respecting Stockton Borough’s culture and heritage.	–	–	–	There is no strong relationship with this objective. An Environmental Impact Assessment has identified that the former use of the site has limited the potential for archaeological features to remain and there are no other heritage assets in proximity to the site.

Policy H34 – Wynyard Village				
Sustainability Objectives	Assessment of the Effect			Further Comments on the Appraisal
	Short	Medium	Long	
SA1 – Strengthening the Stockton Borough economy.	✓✓	✓✓	✓✓	The provision of a substantial housing development will bring significant benefits to the local economy both in terms of construction jobs and from an increased population in the area.
SA2 – Adapting to and mitigating against climate change.	✓	✓	✓	The development of the site will deliver new facilities which will provide for the existing community and reduce the need to travel.
SA3 – Living within environmental limits.	✓	✓	✓	The site is located on greenfield land but the development will deliver new facilities to reduce the need for travel.
SA4 – Developing a more sustainable employment market in the Stockton Borough.	–	–	–	There is no strong relationship with this objective.
SA5 – Establishing a strong learning and skills base for the Stockton Borough.	✓✓	✓✓	✓✓	The development of the site will provide a primary school for Wynyard, which will provide improved access to primary education for the existing community.
SA6 – Improving health and well-being while reducing inequalities in health.	✓✓	✓✓	✓✓	The development will deliver a GP surgery which will provide for the existing community and improve access to health care.
SA7 – Safeguarding and enhancing the Stockton Borough’s environmental infrastructure.	○	○	○	Development of the site will lead to the loss of mature trees, however, this is a commercial plantation and compensatory habitat is required for any loss of biodiversity. The loss of tree cover will impact upon the landscape of the area. However, the area has medium capacity of new development and the planning approval has considered that there would be no significant impact upon the landscape.
SA8 – Building sustainable communities in the Stockton Borough.	✓✓	✓✓	✓✓	The development will contribute to the housing supply and will provide a number of new facilities that will support the existing community.

SA9 – Developing sustainable transport and communication.	X	?	O	Wynyard village is not accessible by public transport. However, the policy requires a new pedestrian and cycle crossing over the A689 and, as new facilities are delivered, the need to travel by private car will be reduced.
SA10 – Promoting, enhancing and respecting Stockton Borough’s culture and heritage.	O	O	O	The development is required to have regard to the setting of the adjacent historic park and a heritage impact assessment is required. The planning approval did not consider that there would be any significant impact upon heritage assets in the area.

Policy H35 – The Wellington Club				
Sustainability Objectives	Assessment of the Effect			Further Comments on the Appraisal
	Short	Medium	Long	
SA1 – Strengthening the Stockton Borough economy.		✓✓	✓✓	The development will provide for executive homes and a 5* Golf Hotel which will provide employment and attract business to the area.
SA2 – Adapting to and mitigating against climate change.		X	X	The development is located with poor access to services and facilities and will lead to new residents and visitors relying on car travel.
SA3 – Living within environmental limits.		X	X	The development is a greenfield development with poor access to services and facilities and a heavy reliance on car travel.
SA4 – Developing a more sustainable employment market in the Stockton Borough.		✓	✓	The provision of a 5* Golf Hotel will attract investment to the area as well as providing direct employment opportunities.
SA5 – Establishing a strong learning and skills base for the Stockton Borough.		–	–	There is no strong relationship with this objective.
SA6 – Improving health and well-being while reducing inequalities in health.		O	O	The hotel will include leisure facilities and support the golf club. However, the exclusive nature of the development will mean that the development does not lead to increased opportunity for healthy pursuits for the Borough.
SA7 – Safeguarding and enhancing the Stockton Borough’s environmental infrastructure.		O	O	The development is a greenfield site located within an area identified as having very low capacity for development. However, it is considered that a mature tree belt protects the landscape of the adjacent Wynyard Hall and Phase 1 habitat surveys have been submitted in relation to a planning application, which determined that providing further survey work was carried out, the development was unlikely to lead to a significant impact upon biodiversity or protected species.

SA8 – Building sustainable communities in the Stockton Borough.		<b>X</b>	<b>X</b>	The development will support a private members golf club and provide an exclusive hotel, which is unlikely to provide a facility for the existing community. In addition, the proposed dwellings are poorly located in relation to services and facilities and will rely on travel by private vehicle.
SA9 – Developing sustainable transport and communication.		<b>XX</b>	<b>XX</b>	The site will not have access to public transport and does not provide any improvements to the sustainable transport network. In addition, the dwellings are poorly located in relation to services and facilities and the hotel development will attract additional car trips to the area.
SA10 – Promoting, enhancing and respecting Stockton Borough’s culture and heritage.		<b>O</b>	<b>O</b>	The development is located in the area of the listed Wynyard Hall and an area of Special Historic Importance. The previously approved development was not considered to lead to any significant impact upon the setting of this significant heritage asset.

Policy H36a – Wynyard Park				
Sustainability Objectives	Assessment of the Effect			Further Comments on the Appraisal
	Short	Medium	Long	
SA1 – Strengthening the Stockton Borough economy.	✓✓	✓✓	✓✓	The development of significant numbers of housing is compatible with this objective. The development of the site will lead to a loss of employment land but it is considered that there is an excess of employment land at Wynyard and managing this supply will result in the increased deliverability of the remaining land.
SA2 – Adapting to and mitigating against climate change.	✓	✓	✓	The development will provide some services/facilities and will be located in close proximity to a range of employment opportunities.
SA3 – Living within environmental limits.	<b>O</b>	<b>O</b>	<b>O</b>	The site is greenfield, but the development will be close to employment opportunities and will provide facilities to reduce the need to travel.
SA4 – Developing a more sustainable employment market in the Stockton Borough.	<b>O</b>	<b>O</b>	<b>O</b>	The development will lead to the loss of employment land but it is considered that there is an oversupply of employment land and its reduction will enhance the deliverability of the remaining land.
SA5 – Establishing a strong learning and skills base for the Stockton Borough.	✓	✓	✓	While it is intended that a new primary school is to be provided on the Wynyard Village site, the scale of this development has contributed to the need for the school, which will also increase access to primary education for the existing community.
SA6 – Improving health and well-being while reducing inequalities in health.	–	–	–	There is no strong relationship with this objective.

SA7 – Safeguarding and enhancing the Stockton Borough’s environmental infrastructure.	○	○	○	The site is located within an area identified as having a high capacity for new development and no significant landscape impacts have been identified. Close Wood, adjacent to the site, is a Local Wildlife Site. An Environmental Impact Assessment has previously been submitted in relation to the site and considered that, with mitigation, no significant harm would be caused to ecology.
SA8 – Building sustainable communities in the Stockton Borough.	✓	✓	✓	The development will contribute to the housing supply and will include the provision of some facilities and connections to Wynyard village that will enhance access across the A689 for existing residents in Wynyard.
SA9 – Developing sustainable transport and communication.	X	?	○	Wynyard village is not accessible by public transport. However, the policy requires a links across A689 and, as new facilities are delivered, the need to travel by private car will be reduced.
SA10 – Promoting, enhancing and respecting Stockton Borough’s culture and heritage.	○	○	○	There are no designated heritage assets identified within proximity to the site. Trial trenching and an archaeological assessment has considered the site to be of low potential.

Policy H36b – Wynyard Park Safeguarded Area				
Sustainability Objectives	Assessment of the Effect			Further Comments on the Appraisal
	Short	Medium	Long	
SA1 – Strengthening the Stockton Borough economy.			✓✓	The development of significant numbers of housing is compatible with this objective. The development of the site will lead to a loss of employment land but it is considered that there is an excess of employment land at Wynyard and managing this supply will result in the increased deliverability of the remaining land.
SA2 – Adapting to and mitigating against climate change.			○	The site will have reasonable access to some services and facilities.
SA3 – Living within environmental limits.			○	The site is greenfield and will have reasonable access to some services and facilities.
SA4 – Developing a more sustainable employment market in the Stockton Borough.			○	The development will lead to the loss of employment land but it is considered that there is an oversupply of employment land and its reduction will enhance the deliverability of the remaining land.
SA5 – Establishing a strong learning and skills base for the Stockton Borough.			–	There is no strong relationship with this objective.

SA6 – Improving health and well-being while reducing inequalities in health.			–	There is no strong relationship with this objective.
SA7 – Safeguarding and enhancing the Stockton Borough’s environmental infrastructure.			○	The site is located within an area identified as having a high capacity for new development and no significant landscape impacts have been identified. Close Wood, adjacent to the site, is a Local Wildlife Site. An Environmental Impact Assessment has previously been submitted in relation to the site and considered that, with mitigation, no significant harm would be caused to ecology.
SA8 – Building sustainable communities in the Stockton Borough.			○	The development will contribute to the supply of housing and will be located with reasonable access to services and facilities.
SA9 – Developing sustainable transport and communication.			✗	Wynyard is not accessible by public transport and the development of this area will not result in new services and facilities or improved pedestrian links to Wynyard Village.
SA10 – Promoting, enhancing and respecting Stockton Borough’s culture and heritage.			○	There are no designated heritage assets identified within proximity to the site. Trial trenching and an archaeological assessment has considered the site to be of low potential.

Policy H37 – Land South of Kirk Hill, Carlton				
Sustainability Objectives	Assessment of the Effect			Further Comments on the Appraisal
	Short	Medium	Long	
SA1 – Strengthening the Stockton Borough economy.	✓	✓	✓	The development of new housing is compatible with this objective.
SA2 – Adapting to and mitigating against climate change.	○	○	○	The site is located with only limited access to some services and facilities.
SA3 – Living within environmental limits.	✗	✗	✗	The site is a greenfield development located within only limited access to services and facilities.
SA4 – Developing a more sustainable employment market in the Stockton Borough.	–	–	–	There is no strong relationship with this objective.
SA5 – Establishing a strong learning and skills base for the Stockton Borough.	–	–	–	There is no strong relationship with this objective.
SA6 – Improving health and well-being while reducing inequalities in health.	–	–	–	There is no strong relationship with this objective.

SA7 – Safeguarding and enhancing the Stockton Borough’s environmental infrastructure.	○	○	○	The site is greenfield and located in an area with low landscape capacity. A landscape buffer required as part of the policy will limit this impact. An Ecology Habitat and Protected Species Risk Assessment has previously been submitted and it was considered that, with mitigation, the development would not unduly impact upon biodiversity.
SA8 – Building sustainable communities in the Stockton Borough.	✓	✓	✓	The site has only limited access to services and facilities but will deliver affordable housing in a village location, which will contribute to the mix of housing within the rural areas.
SA9 – Developing sustainable transport and communication.	○	○	○	The village has only limited services and facilities and is no served by a Core Bus Route. However, there is easy access to a non-core bus service from the site.
SA10 – Promoting, enhancing and respecting Stockton Borough’s culture and heritage.	○	○	○	Archaeological field work has identified no significant risk of remains on the site and the planning approval did not consider that there would be any significant impact upon other heritage assets within the area.

Policy H38 – Morrison Street, Stillington				
Sustainability Objectives	Assessment of the Effect			Further Comments on the Appraisal
	Short	Medium	Long	
SA1 – Strengthening the Stockton Borough economy.	✓	✓	✓	The development is compatible with this objective.
SA2 – Adapting to and mitigating against climate change.	✓	✓	✓	The site has good access to employment and primary education and, while there is no designated centre, there are number of retail properties and other services within the village.
SA3 – Living within environmental limits.	○	○	○	The site is a greenfield site but does have good access to services and facilities which will limit travel by private vehicle.
SA4 – Developing a more sustainable employment market in the Stockton Borough.	–	–	–	There is no strong relationship with this objective.
SA5 – Establishing a strong learning and skills base for the Stockton Borough.	–	–	–	There is no strong relationship with this objective.
SA6 – Improving health and well-being while reducing inequalities in health.	–	–	–	There is no strong relationship with this objective.



SA7 – Safeguarding and enhancing the Stockton Borough’s environmental infrastructure.	○	○	○	The site is a greenfield site located within an area identified as having low landscape capacity for development. However, the site is agricultural and during the planning approval process it was not considered that the development would have any significant impact upon the landscape or ecology.
SA8 – Building sustainable communities in the Stockton Borough.	✓	✓	✓	The site is located on the edge of a village which has a number of services and facilities and the development will contribute to the available housing within the village.
SA9 – Developing sustainable transport and communication.	○	○	○	The site is not served by a Core Bus Route but there is access to a non-core services and the site has good access to a large employment development, primary education and other facilities.
SA10 – Promoting, enhancing and respecting Stockton Borough’s culture and heritage.	–	–	–	There is no strong relationship with this objective.

Policy H39 – Land north of South Avenue, Stillington				
Sustainability Objectives	Assessment of the Effect			Further Comments on the Appraisal
	Short	Medium	Long	
SA1 – Strengthening the Stockton Borough economy.	✓	✓	✓	The development is compatible with this objective.
SA2 – Adapting to and mitigating against climate change.	✓	✓	✓	The site has access to employment and primary education and, while there is no designated centre, there are number of retail properties and other services within the village.
SA3 – Living within environmental limits.	○	○	○	The site is a greenfield site but does have good access to services and facilities which will limit travel by private vehicle.
SA4 – Developing a more sustainable employment market in the Stockton Borough.	–	–	–	There is no strong relationship with this objective.
SA5 – Establishing a strong learning and skills base for the Stockton Borough.	–	–	–	There is no strong relationship with this objective.
SA6 – Improving health and well-being while reducing inequalities in health.	○	○	○	The proposal is to be located on existing allotments. However, it is proposed that this provision will be replaced elsewhere within the Village and there will be no overall impact upon access to recreation facilities.

SA7 – Safeguarding and enhancing the Stockton Borough’s environmental infrastructure.	○	○	○	The site is a greenfield site located within an area identified as having low landscape capacity for development. However, the site is in use as allotments and during the planning approval process it was not considered that the development would have any significant impact upon the landscape or ecology.
SA8 – Building sustainable communities in the Stockton Borough.	✓	✓	✓	The site is located on the edge of a village which has a number of services and facilities and the development will contribute to the available housing within the village.
SA9 – Developing sustainable transport and communication.	○	○	○	The site is not served by a Core Bus Route but there is access to a non-core services and the site has good access to a large employment development, primary education and other facilities.
SA10 – Promoting, enhancing and respecting Stockton Borough’s culture and heritage.	–	–	–	There is no strong relationship with this objective.

Policy H40 – Affordable Housing Provision				
Sustainability Objectives	Assessment of the Effect			Further Comments on the Appraisal
	Short	Medium	Long	
SA1 – Strengthening the Stockton Borough economy.	✓	✓	✓	The policy will provide access to affordable housing without affecting the economic viability of housing developments.
SA2 – Adapting to and mitigating against climate change.	–	–	–	There is no strong relationship with this objective. The policy does not lead to new housing developments.
SA3 – Living within environmental limits.	–	–	–	There is no strong relationship with this objective.
SA4 – Developing a more sustainable employment market in the Stockton Borough.	–	–	–	There is no strong relationship with this objective.
SA5 – Establishing a strong learning and skills base for the Stockton Borough.	–	–	–	There is no strong relationship with this objective.
SA6 – Improving health and well-being while reducing inequalities in health.	–	–	–	There is no strong relationship with this objective.
SA7 – Safeguarding and enhancing the Stockton Borough’s environmental infrastructure.	–	–	–	There is no strong relationship with this objective.
SA8 – Building sustainable communities in the Stockton Borough.	✓✓	✓✓	✓✓	The policy requires the provision of affordable housing to increase access to housing and requires a tenure mix that will ensure an appropriate mix of housing for the Borough.

SA9 – Developing sustainable transport and communication.	–	–	–	There is no strong relationship with this objective.
SA10 – Promoting, enhancing and respecting Stockton Borough’s culture and heritage.	–	–	–	There is no strong relationship with this objective.

Policy H41 – Housing Mix				
Sustainability Objectives	Assessment of the Effect			Further Comments on the Appraisal
	Short	Medium	Long	
SA1 – Strengthening the Stockton Borough economy.	✓	✓	✓	The policy supports the provision of housing within the Borough.
SA2 – Adapting to and mitigating against climate change.	✓	✓	✓	The policy requires that older persons housing schemes are located with good access to services and facilities, preventing a heavy reliance on the private vehicle.
SA3 – Living within environmental limits.	✓	✓	✓	The policy requires that older persons housing schemes are located with good access to services and facilities.
SA4 – Developing a more sustainable employment market in the Stockton Borough.	–	–	–	There is no strong relationship with this objective.
SA5 – Establishing a strong learning and skills base for the Stockton Borough.	–	–	–	There is no strong relationship with this objective.
SA6 – Improving health and well-being while reducing inequalities in health.	✓	✓	✓	The policy supports the provision of housing for vulnerable and elderly persons, such as extra care schemes, which will improve access to health care and the wellbeing of residents.
SA7 – Safeguarding and enhancing the Stockton Borough’s environmental infrastructure.	–	–	–	There is no strong relationship with this objective.
SA8 – Building sustainable communities in the Stockton Borough.	✓✓	✓✓	✓✓	The policy requires that housing is provided in a mix of types and tenures that will meet an identified need within the Borough.
SA9 – Developing sustainable transport and communication.	✓	✓	✓	The policy requires that older persons housing schemes are located with good access to services and facilities.
SA10 – Promoting, enhancing and respecting Stockton Borough’s culture and heritage.	–	–	–	There is no strong relationship with this objective.

Policy ENV1 – Green Infrastructure				
Sustainability Objectives	Assessment of the Effect			Further Comments on the Appraisal
	Short	Medium	Long	
SA1 – Strengthening the Stockton Borough economy.	–	–	–	There is no strong relationship with this objective.
SA2 – Adapting to and mitigating against climate change.	✓	✓	✓	The policy seeks to protect and enhance the Green Infrastructure network which has multiple benefits for adapting to and mitigating against climate change. It is also a strategic objective of the Stockton on Tees Green Infrastructure Strategy.
SA3 – Living within environmental limits.	✓	✓	✓	The policy protects significant areas and networks of green space.
SA4 – Developing a more sustainable employment market in the Stockton Borough.	–	–	–	There is no strong relationship with this objective.
SA5 – Establishing a strong learning and skills base for the Stockton Borough.	–	–	–	There is no strong relationship with this objective.
SA6 – Improving health and well-being while reducing inequalities in health.	✓	✓	✓	The policy seeks to create a network of multifunctional green spaces and to improve access. Improving health and well-being is a strategic objective of the Stockton on Tees Green Infrastructure Strategy.
SA7 – Safeguarding and enhancing the Stockton Borough’s environmental infrastructure.	✓✓	✓✓	✓✓	The policy seeks to preserve and enhance environmental networks.
SA8 – Building sustainable communities in the Stockton Borough.	✓	✓	✓	Increasing access to multifunctional green spaces is compatible with this objective.
SA9 – Developing sustainable transport and communication.	✓	✓	✓	Accessibility is part of a strategic objective of the Stockton on Tees Green Infrastructure Strategy.
SA10 – Promoting, enhancing and respecting Stockton Borough’s culture and heritage.	✓	✓	✓	Enhancing landscape and the historic environment is a strategic objective of the Stockton on Tees Green Infrastructure Strategy.

Policy ENV2 – Natural Environment				
Sustainability Objectives	Assessment of the Effect			Further Comments on the Appraisal
	Short	Medium	Long	
SA1 – Strengthening the Stockton Borough economy.	–	–	–	There is no strong relationship with this objective.
SA2 – Adapting to and mitigating against climate change.	✓	✓	✓	The policy seeks to protect sites of biological importance and extend networks of natural habitats. Many of these sites will be open and green spaces, which can play an important part in adapting to climate change
SA3 – Living within environmental limits.	✓	✓	✓	The policy seeks to protect sites of biological importance and extend networks of natural habitats. Many of these sites will be open and green spaces, which can play an important part in adapting to climate change
SA4 – Developing a more sustainable employment market in the Stockton Borough.	–	–	–	There is no strong relationship with this objective.
SA5 – Establishing a strong learning and skills base for the Stockton Borough.	–	–	–	There is no strong relationship with this objective.
SA6 – Improving health and well-being while reducing inequalities in health.	✓	✓	✓	The policy protects existing and provides for new areas of biological importance. Many of these sites can provide opportunities for outside recreation..
SA7 – Safeguarding and enhancing the Stockton Borough’s environmental infrastructure.	✓✓	✓✓	✓✓	The policy seeks to preserve and enhance biodiversity and geodiversity and will lead to the maintenance of networks of natural habitats.
SA8 – Building sustainable communities in the Stockton Borough.	–	–	–	There is no strong relationship with this objective.
SA9 – Developing sustainable transport and communication.	–	–	–	There is no strong relationship with this objective.
SA10 – Promoting, enhancing and respecting Stockton Borough’s culture and heritage.	–	–	–	There is no strong relationship with this objective.

Policy ENV3 – Tees Heritage Park				
Sustainability Objectives	Assessment of the Effect			Further Comments on the Appraisal
	Short	Medium	Long	
SA1 – Strengthening the Stockton Borough economy.	✓	✓	✓	The promotion of the area as a tourist destination will be of benefit to the local economy.
SA2 – Adapting to and mitigating against climate change.	✓	✓	✓	The policy supports proposals that increase existing footpaths, bridleways and cycleways and that provide links to the public transport network and has the potential to reduce vehicle travel in the area.
SA3 – Living within environmental limits.	✓	✓	✓	The policy supports proposals that increase existing footpaths, bridleways and cycleways and that provide links to the public transport network and has the potential to reduce vehicle travel in the area.
SA4 – Developing a more sustainable employment market in the Stockton Borough.	–	–	–	There is no strong relationship with this objective.
SA5 – Establishing a strong learning and skills base for the Stockton Borough.	–	–	–	There is no strong relationship with this objective.
SA6 – Improving health and well-being while reducing inequalities in health.	✓	✓	✓	Improving and extending footpaths, bridleways and cycle routes and promoting the area for leisure and recreation will increase opportunities for healthy pursuits and raise awareness of these opportunities.
SA7 – Safeguarding and enhancing the Stockton Borough’s environmental infrastructure.	✓	✓	✓	Proposals seeking to conserve and enhance the landscape character of the river corridor and to strengthen habitat networks will protect and enhance the environmental infrastructure of the Borough.
SA8 – Building sustainable communities in the Stockton Borough.	✓	✓	✓	Proposals which increase existing footpaths, bridleways and cycleways and that provide links to the public transport network will improve access to services and facilities for local communities.
SA9 – Developing sustainable transport and communication.	✓	✓	✓	The policy supports proposals that increase existing footpaths, bridleways and cycleways and that provide links to the public transport network
SA10 – Promoting, enhancing and respecting Stockton Borough’s culture and heritage.	✓	✓	✓	The policy supports proposals that will respond to and enhance cultural and historic assets and which promote the area for sustainable tourism.

Policy ENV4 – Landscape Character				
Sustainability Objectives	Assessment of the Effect			Further Comments on the Appraisal
	Short	Medium	Long	
SA1 – Strengthening the Stockton Borough economy.	–	–	–	There is no strong relationship with this objective.
SA2 – Adapting to and mitigating against climate change.	–	–	–	There is no strong relationship with this objective.
SA3 – Living within environmental limits.	–	–	–	There is no strong relationship with this objective.
SA4 – Developing a more sustainable employment market in the Stockton Borough.	–	–	–	There is no strong relationship with this objective.
SA5 – Establishing a strong learning and skills base for the Stockton Borough.	–	–	–	There is no strong relationship with this objective.
SA6 – Improving health and well-being while reducing inequalities in health.	–	–	–	There is no strong relationship with this objective.
SA7 – Safeguarding and enhancing the Stockton Borough’s environmental infrastructure.	✓✓	✓✓	✓✓	Environmental infrastructure forms an integral part of landscape character and the policy is therefore compatible with this objective.
SA8 – Building sustainable communities in the Stockton Borough.	✓	✓	✓	The policy ensures that proposals are well designed with regards to landscape character thus preserving and enhancing the rural environment for people to enjoy.
SA9 – Developing sustainable transport and communication.	✓	✓	✓	Bridleways and Public Rights of Way form an important part of the character of the landscape. The policy is therefore compatible with this objective.
SA10 – Promoting, enhancing and respecting Stockton Borough’s culture and heritage.	✓	✓	✓	The historic development of the landscape is a key component of its character and is therefore compatible with this objective.

Policy ENV5 – Re-Use and Replacement of Rural Buildings				
Sustainability Objectives	Assessment of the Effect			Further Comments on the Appraisal
	Short	Medium	Long	
SA1 – Strengthening the Stockton Borough economy.	✓	✓	✓	Supporting the re-use and replacement of rural buildings is conducive with the objective as it's promotes bringing the buildings into suitable uses. The policy also ensures that it does not lead to the fragmentation and/or severance of an agricultural land holding creating a non-viable agricultural unit.
SA2 – Adapting to and mitigating against climate change.	–	–	–	There is no strong relationship with this objective.
SA3 – Living within environmental limits.	✓	✓	✓	The policy seeks the re-use of rural buildings, which will reduce pressure upon greenfield sites and resource use for new buildings.
SA4 – Developing a more sustainable employment market in the Stockton Borough.	–	–	–	There is no strong relationship with this objective.
SA5 – Establishing a strong learning and skills base for the Stockton Borough.	–	–	–	There is no strong relationship with this objective.
SA6 – Improving health and well-being while reducing inequalities in health.	–	–	–	There is no strong relationship with this objective.
SA7 – Safeguarding and enhancing the Stockton Borough's environmental infrastructure.	✓	✓	✓	The policy supports re-use ensuring that it is compatible with this objective. The re-use of existing buildings will reduce pressure upon greenfield sites within the countryside.
SA8 – Building sustainable communities in the Stockton Borough.	–	–	–	There is no strong relationship with this objective.
SA9 – Developing sustainable transport and communication.	–	–	–	There is no strong relationship with this objective.
SA10 – Promoting, enhancing and respecting Stockton Borough's culture and heritage.	✓	✓	✓	The policy promotes the re-use of rural buildings over replacement and will promote the retention of heritage assets.



Policy ENV6 – Farm Diversification				
Sustainability Objectives	Assessment of the Effect			Further Comments on the Appraisal
	Short	Medium	Long	
SA1 – Strengthening the Stockton Borough economy.	✓	✓	✓	Policy supports appropriate farm diversification which will benefit the rural economy.
SA2 – Adapting to and mitigating against climate change.	X	X	X	Policy supports farm diversification. Ensuring that goods sold are predominantly those produced on site or from local farms significantly reduces 'food miles'. However, a business located within a rural area is likely to generate trips for customers.
SA3 – Living within environmental limits.	○	○	○	Businesses located within rural areas will lead to trips for customers but policy reduces 'food miles' and will reduce pressure on greenfield development by requiring that a new building is only acceptable where it is not possible to carry out the operation in an existing building.
SA4 – Developing a more sustainable employment market in the Stockton Borough.	✓	✓	✓	The policy will support the rural economy and provide new employment opportunities in the rural area.
SA5 – Establishing a strong learning and skills base for the Stockton Borough.	–	–	–	There is no strong relationship with this objective.
SA6 – Improving health and well-being while reducing inequalities in health.	–	–	–	There is no strong relationship with this objective.
SA7 – Safeguarding and enhancing the Stockton Borough's environmental infrastructure.	✓	✓	✓	The policy promotes the re-use of buildings where possible and ensures new development does not adversely impact on the landscape.
SA8 – Building sustainable communities in the Stockton Borough.	✓	✓	✓	The policy encourages farm diversification whilst ensuring the operation does not cause significant harm to a local/neighbourhood centre, a nearby village shop or local amenity.
SA9 – Developing sustainable transport and communication.	X	X	X	The policy will allow retail development within a rural area and while 'food miles' may be reduced by require goods to be produced in the local area, the rural location of the developments and the provision of car parking is likely to lead to increase car journeys by customers.
SA10 – Promoting, enhancing and respecting Stockton Borough's culture and heritage.	✓	✓	✓	The policy promotes the re-use of buildings where possible.

Policy ENV7– Equestrian Activity				
Sustainability Objectives	Assessment of the Effect			Further Comments on the Appraisal
	Short	Medium	Long	
SA1 – Strengthening the Stockton Borough economy.	✓	✓	✓	Policy supports appropriate development of stables and equine related development that contributes to the rural economy.
SA2 – Adapting to and mitigating against climate change.	–	–	–	There is no strong relationship with this objective.
SA3 – Living within environmental limits.	–	–	–	There is no strong relationship with this objective.
SA4 – Developing a more sustainable employment market in the Stockton Borough.	✓	✓	✓	Policy supports appropriate development of commercial stables and equine related development, creating job opportunities in the rural area.
SA5 – Establishing a strong learning and skills base for the Stockton Borough.	–	–	–	There is no strong relationship with this objective.
SA6 – Improving health and well-being while reducing inequalities in health.	✓	✓	✓	Equine related development supports a leisure activity and the policy is therefore compatible with this objective.
SA7 – Safeguarding and enhancing the Stockton Borough’s environmental infrastructure.	✓	✓	✓	The policy seeks to protect the rural environment from inappropriate development.
SA8 – Building sustainable communities in the Stockton Borough.	–	–	–	There is no strong relationship with this objective.
SA9 – Developing sustainable transport and communication.	–	–	–	There is no strong relationship with this objective.
SA10 – Promoting, enhancing and respecting Stockton Borough’s culture and heritage.	–	–	–	There is no strong relationship with this objective.

Policy ENV8 – Agricultural, Forestry and Other Rural Based Enterprise Dwellings				
Sustainability Objectives	Assessment of the Effect			Further Comments on the Appraisal
	Short	Medium	Long	
SA1 – Strengthening the Stockton Borough economy.	✓	✓	✓	Policy allows dwellings that will support rural businesses.
SA2 – Adapting to and mitigating against climate change.	✓	✓	✓	Policy restricts rural dwellings but supports those necessary for a rural enterprise, which will reduce travel by private vehicle.
SA3 – Living within environmental limits.	✓	✓	✓	Policy restricts rural dwellings but supports those necessary for a rural enterprise, which will reduce travel by private vehicle and pressure upon other greenfield sites.
SA4 – Developing a more sustainable employment market in the Stockton Borough.	–	–	–	There is no strong relationship with this objective.
SA5 – Establishing a strong learning and skills base for the Stockton Borough.	–	–	–	There is no strong relationship with this objective.
SA6 – Improving health and well-being while reducing inequalities in health.	–	–	–	There is no strong relationship with this objective.
SA7 – Safeguarding and enhancing the Stockton Borough’s environmental infrastructure.	✓	✓	✓	The policy restricts unnecessary rural dwellings, leading to some protection of the rural landscape.
SA8 – Building sustainable communities in the Stockton Borough.	–	–	–	There is no strong relationship with this objective.
SA9 – Developing sustainable transport and communication.	–	–	–	There is no strong relationship with this objective.
SA10 – Promoting, enhancing and respecting Stockton Borough’s culture and heritage.	–	–	–	There is no strong relationship with this objective.

Policy HE1– Conservation and Enjoyment of the Historic Environment				
Sustainability Objectives	Assessment of the Effect			Further Comments on the Appraisal
	Short	Medium	Long	
SA1 – Strengthening the Stockton Borough economy.	✓/!	✓/!	✓/!	Returning heritage assets to viable uses has the potential to support the local economy, depending upon the likely uses and scale of the proposals.
SA2 – Adapting to and mitigating against climate change.	–	–	–	There is no strong relationship with this objective.
SA3 – Living within environmental limits.	–	–	–	There is no strong relationship with this objective.
SA4 – Developing a more sustainable employment market in the Stockton Borough.	–	–	–	There is no strong relationship with this objective.
SA5 – Establishing a strong learning and skills base for the Stockton Borough.	–	–	–	There is no strong relationship with this objective.
SA6 – Improving health and well-being while reducing inequalities in health.	–	–	–	There is no strong relationship with this objective.
SA7 – Safeguarding and enhancing the Stockton Borough’s environmental infrastructure.	–	–	–	There is no strong relationship with this objective.
SA8 – Building sustainable communities in the Stockton Borough.	✓/!	✓/!	✓/!	Returning heritage assets to viable uses has the potential to provide additional facilities for local communities, depending upon the likely uses and scale of the proposals.
SA9 – Developing sustainable transport and communication.	–	–	–	There is no strong relationship with this objective.
SA10 – Promoting, enhancing and respecting Stockton Borough’s culture and heritage.	✓✓	✓✓	✓✓	The policy seeks to protect and enhance the historic landscape.

Policy HE2– Conserving and Enhancing Stockton’s Heritage Assets.				
Sustainability Objectives	Assessment of the Effect			Further Comments on the Appraisal
	Short	Medium	Long	
SA1 – Strengthening the Stockton Borough economy.	–	–	–	There is no strong relationship with this objective.
SA2 – Adapting to and mitigating against climate change.	–	–	–	There is no strong relationship with this objective.
SA3 – Living within environmental limits.	–	–	–	There is no strong relationship with this objective.
SA4 – Developing a more sustainable employment market in the Stockton Borough.	–	–	–	There is no strong relationship with this objective.
SA5 – Establishing a strong learning and skills base for the Stockton Borough.	–	–	–	There is no strong relationship with this objective.
SA6 – Improving health and well-being while reducing inequalities in health.	–	–	–	There is no strong relationship with this objective.
SA7 – Safeguarding and enhancing the Stockton Borough’s environmental infrastructure.	✓	✓	✓	Many of the identified heritage assets, such as a number of the Scheduled Monuments and the Registered Parks and Gardens, form landscape features or green spaces which form an important part of the Borough’s environmental infrastructure.
SA8 – Building sustainable communities in the Stockton Borough.	–	–	–	There is no strong relationship with this objective.
SA9 – Developing sustainable transport and communication.	–	–	–	There is no strong relationship with this objective.
SA10 – Promoting, enhancing and respecting Stockton Borough’s culture and heritage.	✓	✓	✓	The policy seeks to ensure that development proposals conserve heritage assets and their setting.

Policy HE3– Character Areas.				
Sustainability Objectives	Assessment of the Effect			Further Comments on the Appraisal
	Short	Medium	Long	
SA1 – Strengthening the Stockton Borough economy.	<b>X/?</b>	<b>X/?</b>	<b>X/?</b>	The policy has the potential to prevent development within the defined areas due to the restrictions on new dwellings within residential gardens and proposals that are unable to maintain the character of the defined areas.
SA2 – Adapting to and mitigating against climate change.	–	–	–	There is no strong relationship with this objective.
SA3 – Living within environmental limits.	–	–	–	There is no strong relationship with this objective.
SA4 – Developing a more sustainable employment market in the Stockton Borough.	–	–	–	There is no strong relationship with this objective.
SA5 – Establishing a strong learning and skills base for the Stockton Borough.	–	–	–	There is no strong relationship with this objective.
SA6 – Improving health and well-being while reducing inequalities in health.	–	–	–	There is no strong relationship with this objective.
SA7 – Safeguarding and enhancing the Stockton Borough’s environmental infrastructure.	✓	✓	✓	The policy will protect trees and landscape features within the identified areas.
SA8 – Building sustainable communities in the Stockton Borough.	✓IX ?	✓IX ?	✓IX ?	There is potential for a mixed impact upon this objective as the proposal aims to protect the character of existing neighbourhoods but will restrict the development of new housing within some areas.
SA9 – Developing sustainable transport and communication.	–	–	–	There is no strong relationship with this objective.
SA10 – Promoting, enhancing and respecting Stockton Borough’s culture and heritage.	✓	✓	✓	The policy seeks to ensure that development proposals conserve the character of identified areas and any important archaeological features.

Policy HE4– Local List				
Sustainability Objectives	Assessment of the Effect			Further Comments on the Appraisal
	Short	Medium	Long	
SA1 – Strengthening the Stockton Borough economy.	–	–	–	There is no strong relationship with this objective.
SA2 – Adapting to and mitigating against climate change.	–	–	–	There is no strong relationship with this objective.
SA3 – Living within environmental limits.	✓	✓	✓	The policy seeks to retain buildings thus reducing the use of resources.
SA4 – Developing a more sustainable employment market in the Stockton Borough.	–	–	–	There is no strong relationship with this objective.
SA5 – Establishing a strong learning and skills base for the Stockton Borough.	–	–	–	There is no strong relationship with this objective.
SA6 – Improving health and well-being while reducing inequalities in health.	–	–	–	There is no strong relationship with this objective.
SA7 – Safeguarding and enhancing the Stockton Borough’s environmental infrastructure.	–	–	–	There is no strong relationship with this objective.
SA8 – Building sustainable communities in the Stockton Borough.	–	–	–	There is no strong relationship with this objective.
SA9 – Developing sustainable transport and communication.	–	–	–	There is no strong relationship with this objective.
SA10 – Promoting, enhancing and respecting Stockton Borough’s culture and heritage.	✓	✓	✓	The policy seeks to protect buildings on the local list against development which would affect its architectural or historic interest.

Policy HE5– Stockton and Darlington Railway				
Sustainability Objectives	Assessment of the Effect			Further Comments on the Appraisal
	Short	Medium	Long	
SA1 – Strengthening the Stockton Borough economy.	–	–	–	There is no strong relationship with this objective.
SA2 – Adapting to and mitigating against climate change.	–	–	–	There is no strong relationship with this objective.
SA3 – Living within environmental limits.	–	–	–	There is no strong relationship with this objective.
SA4 – Developing a more sustainable employment market in the Stockton Borough.	–	–	–	There is no strong relationship with this objective.
SA5 – Establishing a strong learning and skills base for the Stockton Borough.	–	–	–	There is no strong relationship with this objective.
SA6 – Improving health and well-being while reducing inequalities in health.	–	–	–	There is no strong relationship with this objective.
SA7 – Safeguarding and enhancing the Stockton Borough’s environmental infrastructure.	–	–	–	There is no strong relationship with this objective.
SA8 – Building sustainable communities in the Stockton Borough.	–	–	–	There is no strong relationship with this objective.
SA9 – Developing sustainable transport and communication.	–	–	–	There is no strong relationship with this objective.
SA10 – Promoting, enhancing and respecting Stockton Borough’s culture and heritage.	✓	✓	✓	The policy seeks to protect the route and remaining features of a historical railway.



## Appendix 6- Audit Trail of Housing Site Allocation Options

Site Allocations					
Site	SHLAA Ref	Issues and Options	Preferred Options	Publication Draft	Sustainability Appraisal
North Shore and Greater North Shore	7	The site was included within the Regeneration Issues and Options DPD. The proposal was for a 56 acre mixed use site with options for additional land to be included.	The North Shore site was included as a regeneration allocation within the Regeneration and Environment LDD. Areas of Greater North Shore were included separately to protect the employment use. The larger site was disaggregated as it became unlikely the scheme would be delivered as a single entity.	The North Shore site is allocated as a mixed-use development site for residential, employment, leisure and other uses as part of policy TC3.	The site has been appraised within the SA Draft Report accompanying the Preferred Options LDD and is included within this report.
Victoria Estate		The site was not included in an Issues and Options Document.	The site was not included within the Preferred Options Draft of the Regeneration and Environment LDD as a separate site for allocation but instead formed part of the allocation of the Northern Gateway as part of a larger mixed use development.	The site is included within the Publication Draft as an allocation for 210 dwellings. The site was separated from the larger Northern Gateway allocation as development of the part of the site for the North Shore Academy has occurred, leaving only two separate housing areas, Swainby Road and Victoria Estate.	The site has been appraised within the SA Draft Report accompanying the Preferred Options LDD and is included within this report.
Boathouse Lane	5, 52	The site was included within the Regeneration Issues and Options DPD as part of a larger Southern Gateway area.	The site was included within the Preferred Options draft as a mixed use scheme which included an allocation for 400 houses.	The site is allocated as a development for 400 houses with alterations to the site outline to omit a listed building and an area of employment which are anticipated to remain.	The site has been appraised within the SA Draft Report that accompanied the Preferred Options and within this report.
Queens Park North		The site was included as an issue within the Regeneration DPD.	The site was not included within the Preferred Options draft of the Regeneration and Environment LDD as the site received planning approval in 2007 for 552 dwellings and it was expected that the site would deliver prior to the adoption of the LDD.	The planning approval for the site has not been implemented but the land remains as a suitable and developable housing site. Queens Park North is included within the Publication Draft as an allocation for 250 dwellings.	The site has been appraised within the SA Draft Report accompanying the Preferred options LDD and is included within this report.
Land South of Junction Road		The site was not included within an Issues and Options	The site was not included within the Preferred Options document.	The site is allocated for 40 dwellings within the Publication Draft. The land has become available through a Council Asset review and was not	The site is appraised within this report.

<b>Site Allocations</b>					
<b>Site</b>	<b>SHLAA Ref</b>	<b>Issues and Options</b>	<b>Preferred Options</b>	<b>Publication Draft</b>	<b>Sustainability Appraisal</b>
		document.		available to be considered as a development site in previous drafts.	
North of Junction Road (Blakeston School)	65	The site was not included within an Issues and Options Document.	The site was included as a potential allocation for 40 dwellings within the R&E LDD Preferred Options Draft.	The site is included within the Publication Draft as an allocation for approximately 60 dwellings.	The site has been appraised within the SA Draft Report accompanying the Preferred options LDD and is included within this report.
Land at Albany Road (Norton School)	64	The site was not included within an Issues and Options Document.	The site was included as a potential allocation for 36 dwellings within the R&E LDD Preferred Options Draft.	The site is included within the Publication Draft as an allocation for approximately 40 dwellings.	The site has been appraised within the SA Draft Report accompanying the Preferred options LDD and is included within this report.
Darlington Back Lane		The site was not included within an Issues and Options document.	The site was not included within the Preferred Options document.	The site is allocated for 28 dwellings within the Publication Draft. The land has become available through a Council Asset review and was not available to be considered as a development site in previous drafts.	The site is appraised within this report.
Yarm Road		The site was not included within an Issues and Options document.	The site was not included within the Preferred Options document.	The site is allocated for 30 dwellings within the Publication Draft. The land has become available through a Council Asset review and was not available to be considered as a development site in previous drafts.	The site is appraised within this report.
Abbey Hill		The site was not included within an Issues and Options document.	The site was not included within the Preferred Options document.	The site is allocated for 12 dwellings within the Publication Draft. The land has become available through the Council's Affordable Housing Delivery Programme and was not available to be considered as a development site in previous drafts.	The site is appraised within this report.
Somerset Road		The site was not included within an Issues and Options document.	The site was not included within the Preferred Options document.	The site is allocated for 44 dwellings within the Publication Draft. The site has become available through the Council's Affordable Housing Delivery Programme and was not available to be considered as a development site in previous drafts.	The site is appraised within this report.
South of Kingfisher		The site was not included within an	The site was not included within the Preferred Options document.	The site is allocated for 30 dwellings within the Publication Draft.	The site is appraised within this report.

<b>Site Allocations</b>					
<b>Site</b>	<b>SHLAA Ref</b>	<b>Issues and Options</b>	<b>Preferred Options</b>	<b>Publication Draft</b>	<b>Sustainability Appraisal</b>
Way		Issues and Options document.		The site was not included within previous drafts as planning permission had been granted in 2007. More recently housing had been unlikely to be delivered within the plan period but renewed interest in the site has allowed it to be considered as an allocation in the Publication Draft.	
Harrowgate Lane	34, 35 36, 42 43, 96 106, 108, 109, 118, 128	The site was identified as an option within the Core Strategy Review Issues and Options 2011.	The site was included within the R&E LDD Preferred Options Draft.	The site is included within the Publication Draft as an allocation for 2000 houses, in association with Yarm Back Lane, to form a large urban extension.	The site has been appraised within the draft SA Report accompanying both Issues and Options and Preferred Options consultations and is included within this report.
Yarm Back Lane	23, 24, 29, 44, 80, 119, 136	The site was identified as an option within the Core Strategy Review Issues and Options 2011.	The eastern part of the site was included within the Preferred Options Draft as an allocation for 945 dwellings. The larger site, which had been included in the Issues and Options draft and which incorporated land to the West of Yarm Back Lane was considered to be undeliverable within the plan period.	The eastern part of the site has been included within the Publication Draft as an allocation for 500 dwellings. In association with Harrowgate Lane, the site will form part of a large urban extension.	The site has been appraised within the draft SA Report accompanying both Issues and Options and Preferred Options consultations and is included within this report.
Land off Leeholme Road	92	The site was not included within an Issues and Options Document.	The site was included as a potential allocation for 30 dwellings within the R&E LDD Preferred Options Draft.	The site is included within the Publication Draft as an allocation for approximately 30 dwellings.	The site has been appraised within the SA Draft Report accompanying the Preferred options LDD and is included within this report.
Land off Cayton Drive	11	The site was not included within an Issues and Options document.	The site was not included within the Preferred Options document.	The site is included within the Publication Draft as an allocation for 50 dwellings. The site was not previously included as an option as highway issues had been identified within the SHLAA and it was located within the Green Wedge. The Council has undertaken a Green Wedge Review (November 2014). The Review	The site has been appraised within this Report.

<b>Site Allocations</b>					
<b>Site</b>	<b>SHLAA Ref</b>	<b>Issues and Options</b>	<b>Preferred Options</b>	<b>Publication Draft</b>	<b>Sustainability Appraisal</b>
				concluded that development within this area would not undermine separation and it has been subsequently demonstrated that highway access can be satisfactorily achieved.	
Queens Avenue		The site was not included within an Issues and Options document.	The site was not included within the Preferred Options document.	The site is included within the Publication Draft as an allocation for 12 dwellings. The site had not previously been included as an option as planning permission had been granted for apartments in 2004, with reserved matters in 2008 and a renewal of consent in 2010. The consent has now lapsed and it is considered that the site is still suitable as a housing development site.	The site is appraised within this report.
Land off Urray Nook Phases 2 and 3)	122, 123	The site was identified as an option within the Core Strategy Review Issues and Options 2011. Two potential site boundaries were identified due to issues relating to a HSE Consultation Zone.	The larger of the two potential options was identified as an allocation within the Regeneration and Environment LDD Preferred Options.	Phase 1 of the development received reserved matters planning permission for 145 dwellings in July 2014. This area is included within the Publication Draft as a housing commitment.  Phases 2 and 3 are the remaining areas of the larger Urray Nook site and have been included as an allocation as planning permission has not yet been received.	The site has been appraised within the draft SA Report accompanying both Issues and Options and Preferred Options consultations and is included within this report.
Land at Roundhill, Ingleby Barwick	132	The site was not included within an Issues and Options document.	The site was not included within the Preferred Options document.	The site is included within the Publication Draft as an allocation for 30 dwellings. The site has not previously been included as an option as it was formerly part of the River Tees green wedge and access issues were raised in the SHLAA. The Council has undertaken a Green Wedge Review (November 2014) which considers that the site can acceptably be released from the Green Wedge and it has been demonstrated that access issues raised within the SHLAA can be overcome.	The site has been appraised within this report.

<b>Housing Commitments</b>					
<b>Site</b>	<b>SHLAA Ref</b>	<b>Issues and Options</b>	<b>Preferred Options</b>	<b>Publication Draft</b>	<b>Sustainability Appraisal</b>
Swainby Road		The site was not included within an Issues and Options document.	The site was part of the larger Northern Gateway allocation within the R&E LDD Preferred Options Draft.	The site is included within the Publication Draft as a housing allocation. The site was separated from the larger Northern Gateway allocation as development of part of the site for the North Shore Academy and community facilities has been completed, leaving only two separate housing areas, Swainby Road and Victoria Estate. Both of these areas are allocated as separate housing sites.	The site has been appraised within the SA Draft Report accompanying the Preferred options LDD and is included within this report.
Bowesfield Riverside	87,	The site was not included within an Issues and Options Document.	The site was not included within the Preferred Options Draft.	The site is included within the Publication Draft as a commitment for 148 dwellings. Planning permission for residential development on the site was granted in 2010 and renewed in 2014 and it has been determined that sites with planning permission for major housing development but not yet under construction will be supported as strategic housing commitments within the LDD.	The site is appraised within this report.
North of Kingfisher Way	111	The site was not included within an Issues and Options Document.	The site was not included within the Preferred Options of the R&E LDD.	The site was granted outline planning permission for 37 dwellings in February 2012. The site has been included within the Publication Draft as a housing commitment.	An appraisal of the site is included within this report.
Site of Red House School		The site was not included within an Issues and Options Document.	The site was not included within the Preferred Options of the R&E LDD.	Planning permission for 13 dwellings and 68 dwellings on the two parts of the site was granted in June 2012. The site is included within the Publication Draft as a commitment for housing.	The site is appraised as a commitment within this report.
Summerville Farm	107	The site was included within Core Strategy Review as part of the larger Harrowgate Lane site.	The site was included within the Preferred Options Draft as part of the larger Harrowgate Lane site.	A planning application for 350 dwellings was submitted in 2013 and the Council is minded to approve subject to a Section 106. The remainder of the larger Harrowgate Lane site has not received planning approval and is included separately as an allocation.	The site was included within the SA draft reports accompanying Issues and Options and Preferred Options documents as part of a larger site and is appraised on its own within this report.
Thornaby	9	The site was not	The site was not included within the	Planning permission for 64 apartments was	The site is appraised within

<b>Housing Commitments</b>					
<b>Site</b>	<b>SHLAA Ref</b>	<b>Issues and Options</b>	<b>Preferred Options</b>	<b>Publication Draft</b>	<b>Sustainability Appraisal</b>
Football Club		included within an Issues and Options document.	Preferred Options Draft.	granted in 2008 and renewed in 2011 and it has been determined that sites with planning permission for major housing development will be supported as strategic housing commitments within the LDD.	this report.
Urlay Nook (Phase 1)	69, 123	The site was identified as an option within the Core Strategy Review Issues and Options 2011. Two potential site boundaries were identified due to issues relating to a HSE Consultation Zone.	The larger of the two potential options was identified as an allocation within the Regeneration and Environment LDD Preferred Options.	Phase 1 of the development received reserved matters planning permission for 145 dwellings in July 2014. This area is included within the Publication Draft as a housing commitment.  The remainder of the larger site has not been subject to a planning approval and is not included as an allocation.	The site has been appraised within the draft SA Report accompanying both Issues and Options and Preferred Options consultations and is included within this report.
Allens West	110,	Options for the site were included within the Regeneration DPD.	The site was not carried forward to Preferred Options. Planning permission for the redevelopment of the site had already been granted and it was expected that construction on the site would commence before adoption.	The site has been included as a commitment within the Publication Draft. It has been determined that sites with planning permission for major housing development will be supported as strategic housing commitments within the LDD. The site was granted planning permission for up to 500 dwellings as part of a mixed use development in July 2008 and for 845 dwellings in May 2012.	The site has been appraised as an option within this report.
Land at Low Lane, Ingleby Barwick	15, 70, 127	The site was identified as part of a larger area as an option within the Core Strategy Review Issues and Options 2011.	The site was not included within the Preferred Options of the R&E LDD. The site was not carried forward as it was determined that the Council would not support housing development within the Green Wedge.	The site is included as a housing commitment within the Local Plan as planning permission has been granted for 350 dwellings and the provision of a free school in 2013. This allocated site is a smaller area than originally considered within the Issues and Options as planning permission has not been granted for the remaining area and the Council is seeking to maintain an area of Green Wedge.	The site was included within the SA Draft Report accompanying the Issues and Options consultation of the Core Strategy Review and is appraised within this report.
Sand Hill,		The site was not	The site was not included within the	The site was originally granted permission for	The site is appraised within

<b>Housing Commitments</b>					
<b>Site</b>	<b>SHLAA Ref</b>	<b>Issues and Options</b>	<b>Preferred Options</b>	<b>Publication Draft</b>	<b>Sustainability Appraisal</b>
Ingleby Barwick		included within an Issues and Options Draft.	Preferred Options Draft.	housing development as part of an outline application for the whole of Ingleby Barwick (7920 houses), which was approved in 1979. Planning permission for 138 dwellings on the Sand Hill area was approved in 2013.	this report.
Meadowbrook, Ingleby Barwick		The site was not included within an Issues and Options Draft.	The site was not included within the Preferred Options Draft.	The site was originally granted permission for housing development as part of an outline application for the whole of Ingleby Barwick , which was approved in 1979.	The site is appraised within this report.
Land at Blair Avenue		The site was not included within an Issues and Options Document.	The site was not included within the Preferred Options of the R&E LDD.	Planning permission for 48 retirement apartments was granted in November 2011. The site is included within the Publication Draft as a housing commitment.	An appraisal of the site is included within this report.
Land South of Green Lane (South West Yarm)	47, 88, 100, 125	The site was identified as an option within the Core Strategy Review Issues and Options 2011.	The site was included within the Regeneration and Environment LDD as an allocation for up to 735.	In 2012, a planning application for up to 735 dwellings on the site was submitted alongside an application for the relocation Yarm School Playing fields, which formed the eastern part of the site. This application was revised following the refusal of the application to relocate the playing fields and concerns over the capacity of the Highway Network. Planning permission for up to 370 dwellings on the site was granted in July 2013. The reduced site area has been included within the Publication Draft as a housing commitment.	The site has been appraised within the draft SA Report accompanying both Issues and Options and Preferred Options consultations and is included within this report.
Tall Trees, Yarm		The site was not included within an Issues and Options Document.	The site was not included within the Preferred Options of the R&E LDD.	The site has a history of residential permissions, with 250 apartments being granted approval in 2006 and, most recently, 330 dwellings receiving permission in 2014. The site is included within the Publication Draft as a commitment for housing.	The site is appraised as an option within this report.
Wynyard Village (Wynyard Hall Estate)	18, 77, 78, 113	The site was identified as an option within the Core Strategy	The site was included within the Preferred Options of the R&E LDD as a reduced area from the Issues and Options to take into account the setting	A planning application for up to 500 houses on the larger area was granted planning permission, subject to the signing of a Section 106 agreement, in April 2014. This area is included within the	The site has been appraised within the draft SA Report accompanying both Issues and Options and Preferred

<b>Housing Commitments</b>					
<b>Site</b>	<b>SHLAA Ref</b>	<b>Issues and Options</b>	<b>Preferred Options</b>	<b>Publication Draft</b>	<b>Sustainability Appraisal</b>
		Review Issues and Options 2011.	adjacent to Castle Eden Walkway and an area of special historic interest.	Publication Draft as a housing commitment.	Options consultations and is included within this report.
The Wellington Club, Wynyard	76	The site was not included within an Issues and Options Document.	The site was not included within the Preferred Options of the R&E LDD.	Planning approval for 44 dwellings, in association with hotel and leisure facilities and subject to the signing of a Section 106 agreement, was granted in February 2011. The site has been included as a housing commitment within the Publication Draft.	An appraisal of the site is included within this report.
Wynyard Park and Wynyard Park Safeguarded Site	114	The site was identified as an option within the Core Strategy Review Issues and Options 2011.	The site was included as an allocation within the Preferred Options of the R&E LDD.	<p>A planning application for up to 400 dwellings was granted planning permission, subject to the signing of a Section 106 agreement, in April 2014. This site was a reduced area due to highway constraints and the smaller site is included within the Publication Draft as a housing commitment.</p> <p>The remainder of the area is identified as a safeguarded site for future housing due to the potential for the capacity of the Strategic Highway Network to be increased in the future. The timescale for delivery of the site is uncertain and it cannot be included as an allocation at this stage.</p>	The site has been appraised within the draft SA Report accompanying both Issues and Options and Preferred Options consultations and is included within this report.
Land South of Kirk Hill, Carlton	129	The site was not included within an Issues and Options Document.	The site was not included within the Preferred Options of the R&E LDD.	Planning permission for was granted for 36 dwelling son the site in 2014. The site has been included as a housing commitment within the Publication Draft.	An appraisal of the site is included within this report.
Morrison Street, Stillington	104	The site was not included within an Issues and Options Document.	The site was not included within the Preferred Options of the R&E LDD.	Planning approval was granted for 54 dwellings in 2014. The site has been included as a housing commitment within the Publication Draft.	An appraisal of the site is included within this report.
Land North of South Avenue	37	The site was not included within an Issues and Options Document.	The site was not included within the Preferred Options of the R&E LDD.	A planning application for 39 dwellings was considered at Planning Committee on 12/11/14, where members were minded to approve the application, subject to the signing of a Section 106. The site has, therefore, been included as a housing commitment within the Publication Draft.	An appraisal of the site is included within this report.



<b>Sites considered but not allocated.</b>					
<b>Site</b>	<b>SHLAA Ref</b>	<b>Issues and Options</b>	<b>Preferred Options</b>	<b>Summary of Main Reasons for not Including the Site in the Publication Draft</b>	<b>Sustainability Appraisal</b>
Bowesfield Lane	6	Options for the site were included within the Regeneration DPD	The site was not included within the Preferred Options of the R&ELDD as an allocation.	The site was discounted as an option prior to the Preferred Options consultation as development of the site was reliant upon the relocation of existing businesses and the site is not likely to be deliverable for housing within the plan period.	Development of the site would not be deliverable within the plan period. As such, the site is not a reasonable option and it has not been appraised within this report.
Green Blue Heart	1, 2, 7,	The entire site was included within the Regeneration Issues and Options DPD. However, a 50 year timescale was envisaged for the scheme, which would include housing, green infrastructure and renewable energy projects. Due to the timescale of the scheme no meaningful options were proposed.	The entire site was allocated within the Regeneration and Environment LDD Preferred Options as a regeneration site with housing and recreation uses considered.	Due to the scale of the site and the inclusion of land requiring significant remediation, the site is not considered to be developable within the timescale of the plan.	The site was appraised within the SA Draft Report accompanying the Preferred Options consultation but no longer forms a reasonable option for allocation and is not appraised within this report.
Southern Gateway		The site was included as an issue within the Regeneration DPD.	The site was not included within the Preferred Options of the R&E LDD.	The site was not carried forward into the Preferred Options, as the larger scheme was unlikely to be available within the plan period due to existing businesses on the site.	Development of the site would not be likely within the plan period. As such, the site is not a reasonable option and it has not been appraised within this report.
Eastern Gateway		The Eastern Gateway was	The site was not included within the Preferred Options of the R&E LDD.	The site was ruled out prior to the Preferred Options stage as elements of the aspirational	Elements of the development have occurred and others

<b>Sites considered but not allocated.</b>					
<b>Site</b>	<b>SHLAA Ref</b>	<b>Issues and Options</b>	<b>Preferred Options</b>	<b>Summary of Main Reasons for not Including the Site in the Publication Draft</b>	<b>Sustainability Appraisal</b>
		included as an issue within the Regeneration DPD.		project included the expansion of Splash, which has occurred, and the relocation of Municipal Buildings which is unlikely to be delivered within the plan period.	would not be delivered within the plan period. As such, the site is not a reasonable option and it has not been appraised within this report.
Northern Gateway		The Northern Gateway was included as an issue within the Regeneration DPD.	A larger site area, incorporating the Northern Gateway area from the Issues and Options document was included within the Preferred Options document as a mixed use allocation involving the demolition and renewal of existing housing stock, community facilities and The North Shore Academy.	The site is not included within the Publication Draft as an allocation. The larger Northern Gateway allocation has been broken up as development of part of the site for the North Shore Academy and community facilities has completed, leaving only two separate housing areas, Swainby Road and Victoria Estate, which are included within the LDD as separate housing sites. Swainby Road is included as a commitment as permission for housing has been granted.	The larger site is no longer an option as development of part of the site has occurred. The remaining areas have been appraised within this report as separate housing sites.
Piper Knowle Road (University Hospital North Tees)	14	The site was not included within an Issues and Options document.	The site was included as a potential allocation for 340 dwellings within the R&E LDD Preferred Options Draft.	The site will only be available for housing development upon the relocation of the hospital to Wynyard. Issues relating to funding for the construction of a new hospital at Wynyard have resulted in the Piper Knowle Road site being highly unlikely to deliver housing within the plan period. This site has not been allocated within the Publication Draft.	The site was appraised within the SA Draft Report accompanying the Preferred options LDD, but is no longer a reasonable option for development and has not been appraised within this report.
Tilery		The site was included as an issue within the Regeneration DPD.	The site was not carried forward to Preferred Options of the R&E LDD.	The site was ruled out prior to the Preferred Options stage as it was no longer available due to the construction of the North Shore Academy.	The site is no longer a reasonable option as development of the site has occurred. The site is not appraised within this report.
Land off Urlay Nook (Phases 2 and 3)	122, 123	The site was identified as an option within the Core Strategy Review Issues and Options 2011. Two potential site boundaries were	The larger of the two potential options was identified as an allocation within the Regeneration and Environment LDD Preferred Options.	Phase 1 of the development received reserved matters planning permission for 145 dwellings in July 2014. This area is included within the Publication Draft as a housing commitment.  Phases 2 and 3 have not been included in the Publication Draft and were ruled out following Preferred Options due to significant concerns	The site has been appraised within the draft SA Report accompanying both Issues and Options and Preferred Options consultations but is no longer a reasonable option for allocation and is not included within this report.

<b>Sites considered but not allocated.</b>					
<b>Site</b>	<b>SHLAA Ref</b>	<b>Issues and Options</b>	<b>Preferred Options</b>	<b>Summary of Main Reasons for not Including the Site in the Publication Draft</b>	<b>Sustainability Appraisal</b>
		identified due to issues relating to a HSE Consultation Zone.		relating to noise from the adjacent Police Tactical Training Centre. It is considered that this cannot be adequately mitigated against and that the location of housing in proximity to this facility has the potential to substantially harm the operations of the facility.	
North West Billingham	30, 116	The site was identified as an option within the Core Strategy Review Issues and Options 2011.	The site was not included within the Preferred Options of the R&E LDD.	The site was ruled out prior to the Preferred Options stage due to issues relating to noise from the adjacent A19 leaving the site unsuitable until resurfacing of the A19, it was expected that this would prevent delivery of the site within the plan period. A scheme for widening and re-surfacing of the A19 has since been announced and is expected to be delivered between 2014 and 2021. Nevertheless, the final details are unknown and noise will still be a constraint, especially if the capacity of the road increases. The site has not been included within the Publication Draft as the delivery of the site within the plan period is still uncertain and the housing need can be met on other sites.	The site was appraised within the SA Draft Report of the Core Strategy Review Issues and Options.
West Preston	95	The site was identified as an option within the Core Strategy Review Issues and Options 2011.	The site was not included within the Preferred Options Draft of the Regeneration and Environment LDD.	The site was ruled out prior to the Preferred Options stage as it was identified that major highway improvements would be required to facilitate the development and these would be unlikely to be delivered during the plan period due to the significant costs involved.	The site was appraised within the SA Draft Report of the Core Strategy Review Issues and Options.
Billingham Bottoms	117	The site was identified as an option within the Core Strategy Review Issues and Options 2011.	The site was not included within the Preferred Options of the R&E LDD.	The site was ruled out prior to Preferred Options due to issues relating to flooding and access.	The site was appraised within the SA Draft Report of the Core Strategy Review Issues and Options.
Land to the south of	10, 53, 57, 93,	The site was identified as an	The site was not included within the Preferred Options Draft of the R&E LDD	The site was ruled out prior to Preferred Options and is not included within the Publication Draft.	The site was appraised within the SA Draft Report of the

<b>Sites considered but not allocated.</b>					
<b>Site</b>	<b>SHLAA Ref</b>	<b>Issues and Options</b>	<b>Preferred Options</b>	<b>Summary of Main Reasons for not Including the Site in the Publication Draft</b>	<b>Sustainability Appraisal</b>
Preston Farm Industrial Estate	94, 120	option within the Core Strategy Review Issues and Options 2011.	due to its position in the Green Wedge and in relation to the existing settlement, as more preferable sites were available to meet the housing requirement.		Core Strategy Review Issues and Options.
Land at Durham Lane Industrial Estate	82	The site was identified as an option within the Core Strategy Review Issues and Options 2011.	The site was not included within the Preferred Options Draft of the R&E LDD.	The site was ruled out as an option prior to the Preferred Options stage as it is a viable employment land allocation and more suitable sites were available.	The site was appraised within the SA Draft Report of the Core Strategy Review Issues and Options.
Land East of Wynyard Village	21, 115	The site was identified as an option within the Core Strategy Review Issues and Options 2011.	The site was not included within the Preferred Options Draft of the R&E LDD.	The site was ruled out as an option prior to the Preferred Options stage due to issues relating to the loss of the Strategic Gap, relationship to the existing settlement and amenity issues from the A19. It was considered that more preferable sites were available within the Wynyard Area.	The site was appraised within the SA Draft Report of the Core Strategy Review Issues and Options.
Nifco, Yarm Road Gateway	121	The site was not included within an Issues and Options Document.	The site was included within the Preferred Options Draft of the R&E LDD. It became available as an option for allocation due to the relocation of Nifco.	The site is not included as an allocation within the Publication Draft. The development of the site relies on the relocation a number of other existing businesses and a Council depot from the site. It is no longer considered that the site will be available within the plan period.	The site was appraised within the SA Draft Report of the Preferred Options LDD.
Mandale Triangle	8,	The site was not included within an Issues and Options document.	The site was included within the Preferred Options Draft as a mixed use development to deliver regeneration of the area.	The site was not carried forward to the Publication stage as it is no longer considered that the site would deliver within the plan period due to a lack of developer interest.	The site was appraised within the SA Draft Report accompanying the Preferred Options document.
South East Yarm	126	The site was identified as an option within the Core Strategy Review Issues and Options 2011.	The site was not included within the Preferred Options Draft of the R&E LDD.	The site was ruled out as an option prior to the Preferred Options stage. Highway capacity issues restrict the amount of development potential in the Yarm area. In 2008 planning permission had been granted for a golf course and club house, with a renewal of permission granted in 2011, and other more suitable site were available within the Yarm	The site was appraised within the SA Draft Report accompanying the Core Strategy Review Issues and Options.

<b>Sites considered but not allocated.</b>					
<b>Site</b>	<b>SHLAA Ref</b>	<b>Issues and Options</b>	<b>Preferred Options</b>	<b>Summary of Main Reasons for not Including the Site in the Publication Draft area.</b>	<b>Sustainability Appraisal</b>
West Yarm		The site was identified as an option within the Core Strategy Review Issues and Options 2011	The site was included within the Preferred Options Draft of the RELP.	Planning permission for 350 dwellings was granted in 2012. Construction has since begun on site and the site is, therefore, not included as an allocation or a commitment.	The site was appraised within the SA Draft Reports accompanying the Core Strategy Review Issues and Options and the Preferred Options of the RELP.
Stockton Riverside		The site was included as an issue within the Regeneration DPD.	The site was included within the Preferred Options as an allocation for events spaces and public realm improvements.	The site is not included within the Publication Draft due to significant town centre investment having already occurred and no further plans for the expansion of these public realm works.	The site was appraised within the SA Draft Report accompanying the Core Strategy Review Issues and Options.
Mount Leven, Yarm		The site was not included within an Issues and Options Document.	The site was not included within the Preferred Options of the R&E LDD.	Planning permission was received for a retirement village on the site in September 2013. However, the site has not been included in the Publication Draft because the Council's support for housing on this site is specifically for a retirement village. Should the retirement village not be delivered then the Council is committed to its current status as part of the Leven Valley green wedge being maintained. For this reason, the planning commitment is not re-affirmed and the green wedge designation is maintained.	The site has not been appraised as it is not considered to be a reasonable option for development.
North of 18A Braeside, Kirklevington	137	The site was not included within an Issues and Options Document.	The site was not included within the Preferred Options Draft Document.	The site was not included within the Publication Draft as it was determined that the Council would not support the expansion of villages, where other more suitable sites could deliver the housing requirement.	The site has not been appraised as it is not considered to be a reasonable option for development.
Land to the West of Carlton	25, 140	The site was not included within an Issues and Options Document.	The site was not included within the Preferred Options Draft Document.	The site was not included within the Publication Draft as it was determined that the Council would not support the expansion of villages, where other more suitable sites could deliver the housing requirement.	The site has not been appraised as it is not considered to be a reasonable option for development.
Land to the West of	20	The site was not included within an	The site was not included within the Preferred Options Draft Document.	The site is not considered to be particularly well related to the layout and form of Wolviston village	The site has not been appraised as it is not

<b>Sites considered but not allocated.</b>					
<b>Site</b>	<b>SHLAA Ref</b>	<b>Issues and Options</b>	<b>Preferred Options</b>	<b>Summary of Main Reasons for not Including the Site in the Publication Draft</b>	<b>Sustainability Appraisal</b>
Wolviston		Issues and Options Document.		and more suitable sites exist that can fulfil the housing need.	considered to be a reasonable option for development.
Land at Yarm Riding School	134	The site was not included within an Issues and Options Document.	The site was not included within the Preferred Options Draft Document.	The site has been considered within the SHLAA and is determined to be unachievable as suitable access would require the demolition of adjacent dwellings that are not within the same ownership. The site is also within the Green Wedge and is considered to be an important component of this area of Green Wedge.	The site has not been appraised as it is not considered to be a reasonable option for development.
Land at Chesham Road	13	The site was not included within an Issues and Options Document.	The site was not included within the Preferred Options Draft Document.	The site is not considered to be a reasonable option for development as it would lead to the loss of an area of well used public open space without an area being set aside for enhancement.	The site has not been appraised as it is not considered to be a reasonable option for development.
Land at Blakeston Lane, Norton	62	The site was not included within an Issues and Options Document.	The site was not included as an allocation within the Preferred Options Draft.	The site had been considered by the Council as a potential allocation and is included within the SHLAA. It has not been included within the Local Plan as the Local Highway Authority has significant reservations as to whether satisfactory access can be achieved and the impact on the local highway network satisfactorily mitigated and it would represent an unacceptable intrusion into the open countryside.	The site has not been appraised as it is not considered to be a reasonable option for development.
Land at Darlington Road, Hartburn	73	The site was not included within an Issues and Options Document.	The site was not included as an allocation within the Preferred Options Draft.	The potential site was submitted to the Council through the Preferred Options Consultation and has been assessed through the SHLAA. Half of the submitted site is within Flood Zone 2 and some is within Flood Zone 3 and there are concerns over highway access as noise mitigation for the A66 would reduce the site to a ribbon development. For these reasons the site was not carried forward as an option.	The site has not been appraised as it is not considered to be a reasonable option for development.



## **Appendix 7 – Sequential Testing**

This appendix provides the sequential testing for housing and employment sites within the Regeneration and Environment Local Plan (RELP).

### Sequential Test

The aim of the Sequential Test is to steer development towards areas of lowest probability of flooding first, before allocating development within areas of higher flood risk. Development should not be allocated or permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower probability of flooding. A sequential approach should be used in areas known to be at risk from any form of flooding informed by an SFRA. Only where there are no reasonable available alternative sites suitable for the development in areas of lower flood risk, should areas of greater flood risk be considered for development.

### Exception Test

If, following application of the Sequential Test, it is not possible, consistent with wider sustainability objectives for the development to be located in zones with a lower probability of flooding; the Exception Test can be applied if appropriate.

The purpose of the Exception Test is to demonstrate and to help ensure that flood risk to people and property will be managed satisfactorily, while allowing necessary development to go ahead in situations where suitable sites at lower risk of flooding are not available.

For the Exception Test to be passed:

- It must be demonstrated that the development provides wider sustainability benefits to the community that outweigh flood risk, informed by the SFRA where one has been prepared, and
- A site-specific FRA must demonstrate that the development will be safe for its lifetime considering climate change, taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall.

## **The Sequential Testing of Housing Sites**

### **Introduction**

The Examination in Public of the Core Strategy DPD was held in September / October 2009. Matter 5 was Regeneration and Flood Risk for which the Environment Agency (EA) and Stockton Borough Council (SBC) produced a statement of common ground. Building on this co-operative approach the EA and SBC agreed the first draft of an approach to be used to guide the implementation of the Sequential Test for potential housing sites in the Core Area that are at risk from flooding. This approach was utilised for the Sequential Testing exercise of sites to be incorporated within the Regeneration DPD preferred options. However, in 2012, the Council recognised that the housing location strategy in the adopted Core Strategy (2010) would not deliver the housing requirement for the Borough. Therefore the Regeneration DPD was not progressed to public consultation and the Council moved forward with the RELP



which includes a revised Housing Spatial Strategy and site allocations that will deliver it.

Whilst the Council have been required to allocate urban extensions to meet the identified housing requirement within the RELP the Housing Spatial Strategy continues to support housing development within the Core Area for the reasons identified within the Core Strategy. In this regard the Council has not abandoned its regeneration aspirations but has acknowledged that there are specific deliverability issues associated with these and has not taken the majority forward for allocation. For the purposes of the sequential test the Core Area is no longer to be used as the search area but the regeneration and sustainability benefits of sites within the Core Area have been acknowledged.

The update of the Stockton Strategic Flood Risk Assessment (SFRA) was undertaken by JBA Consulting and completed in May 2010. The focus of the Level 2 SFRA is on site-specific assessments. It provides an assessment of flood risk at key areas where development and regeneration is proposed within the Borough. This assessment has been used to inform the Sequential Testing exercise.

The modelling undertaken for the SFRA has been validated by the EA and incorporated into their flood zone maps. The Tees Tidal area was amended by the EA in April 2014 following a detailed modelling update study.

JBA Consulting has undertaken the River Tees Strategic Compensatory Storage Assessment on behalf of SBC. Two compensatory flood storage locations have been modelled at a strategic level. The first location is a short distance upstream from the key regeneration sites located within the Core Area. The second site considered is upstream of Yarm. The purpose of the modelling was to test whether an upstream storage location can be used to compensate for the loss of floodplain associated with the key regeneration sites within the Core Area and therefore keep downstream flood levels in equilibrium. The overall conclusion was that the benefits to the development sites were not sufficient to support the scale of investment required. It should be noted that the testing of the development sites in the SFRA is independent of the modelling undertaken for the River Tees Strategic Compensatory Storage Assessment. It should be noted that the regeneration sites at Tees Marshalling Yard, Chandlers Wharf and Bowesfield North are not proposed for allocation within the RELP.

### **Housing site allocations within the RELP**

Housing allocations located outside of the Core Area are all within Flood Zone 1 and therefore pass the sequential test.

The following sites are allocated within the Core Area and have the following associated flood risk:

- Victoria Estate- the entire site is identified within flood zone 1
- Queens Park North- a small area of flood zone 2 and 3 evident as Lustrum Beck crosses the site.
- Boathouse Lane- the site is located adjacent to the River Tees and is at located within an area of flood risk

Queens Park North has consent for residential purposes. However, it is understood that the site is likely to come forward in a revised form with a reduced boundary and

this is reflected by the allocation boundary. The site has a small area of flood risk associated with Lustrum Beck which should be avoided through the development of the site; this should be incorporated into policy for the site.

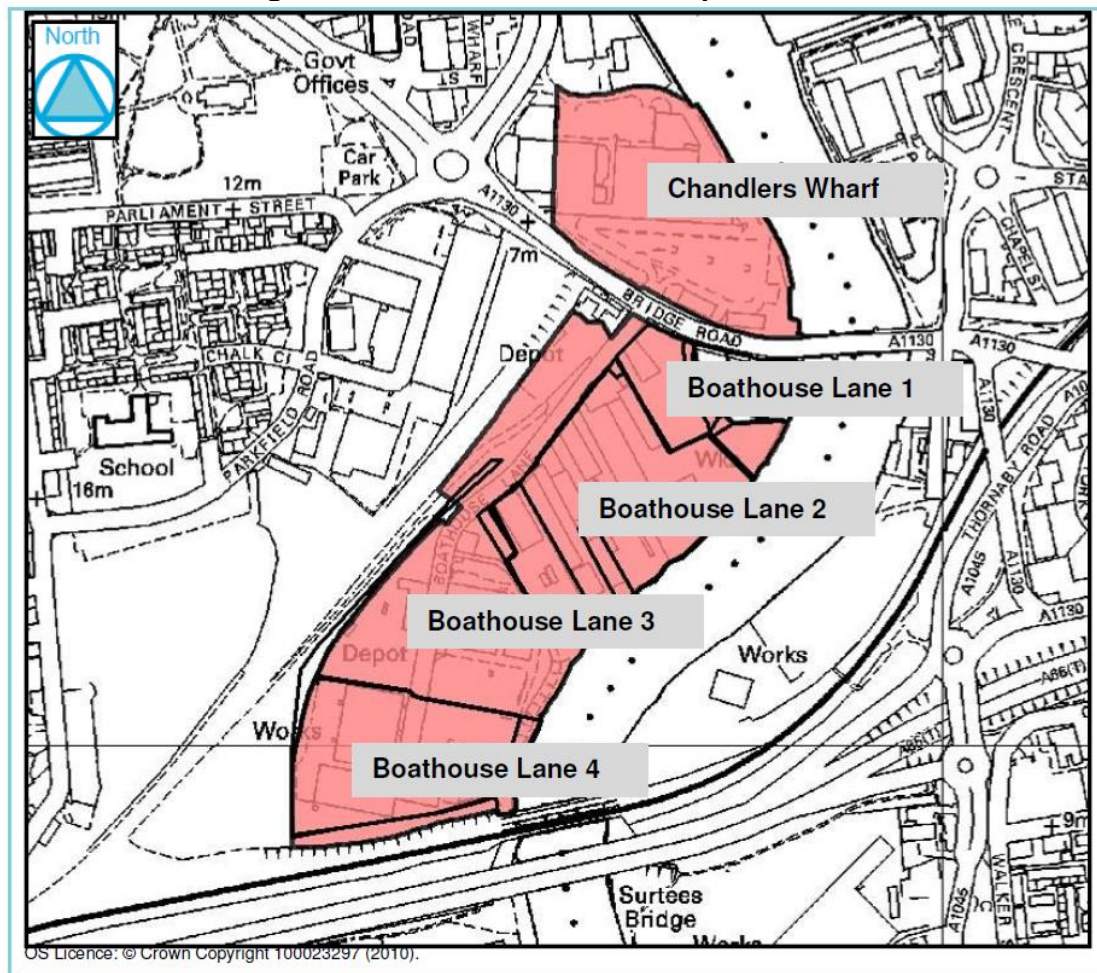
The Council has sufficient land to achieve sustainable development through new development located within areas with a low probability of flooding. However the Council consider that Boathouse Lane is a highly sustainable Core Area site which has specific regeneration benefits and should be allocated for residential purposes in the RELP. Whilst it is acknowledged that Boathouse Lane is not a sequentially preferable site the majority has extant consents for residential development. The following section continues to provide further detail regarding the extant consents and that the exception test can be passed.

## Boathouse Lane

In the Level 2 SFRA, Boathouse Lane is divided, for the purposes of the assessment into four sections – Boathouse Lane 1, 2, 3 and 4 (see figure 2). The following provides an overview of the site:

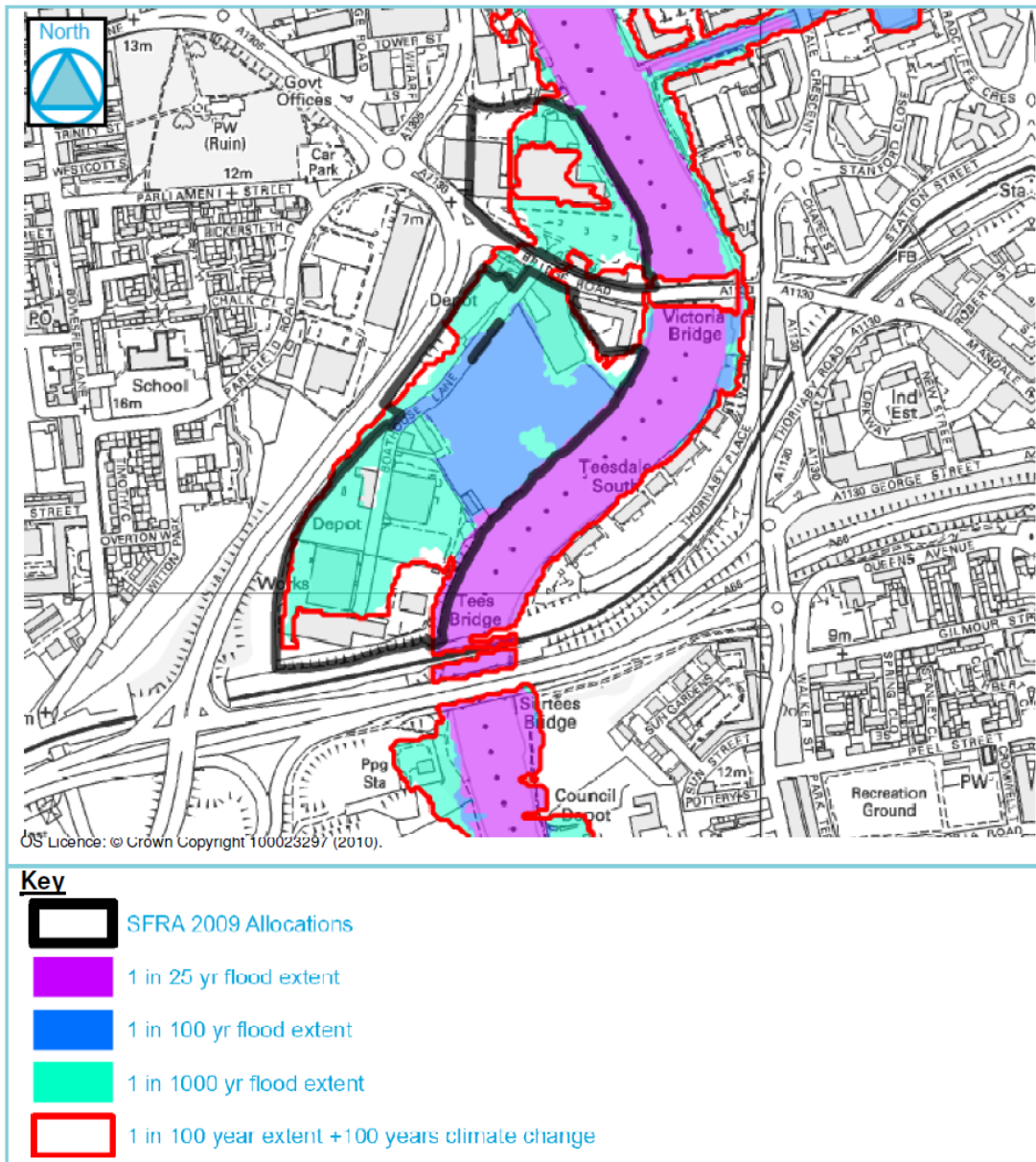
- Boathouse Lane 1- does not form part of the housing allocation
- Boathouse Lane 2- extant consent for residential development
- Boathouse Lane 3- currently used for employment purposes (bus depot & Speedy Power Limited)
- Boathouse Lane 4- extant consent for residential development

Figure 2: Boathouse Lane development areas



Source: SBC Level 2 SFRA

**Figure 3: SFRA- Modelled extents at Boathouse Lane**



Source: SBC Level 2 SFRA

### Step 1: Apply sequential testing

The site has been identified within the RELP for approximately 400 dwellings.

Figure 3 shows flood extents as modelled by the SFRA for Boathouse Lane and identifies that the majority of the site is within the 1 in 100-year and 1 in 1000-year flood extent.

### Could the development proposed be located within a site in flood zone 1?

There are other sites identified within the Strategic Housing Land Availability Assessment (SHLAA) which have been assessed as deliverable or developable and are located within flood zone 1. However, this is a key regeneration site in close proximity to the Town Centre which has extant consents for residential development on the majority of the site.

## **Step 2: Apply second round of sequential testing (substitution) within the site boundary**

### **Could all development be located in lower risk areas using information from the Level 2 SFRA?**

The site is predominantly at risk from the 1 in 100-year and 1 in 1000-year flood event. It would not be practicable to avoid this area for the development of the site and much of the site currently has extant consent for residential development.

### **If not then could development be located in flood zone 2?**

The site is at risk from the 1 in 100-year event. It would not be practicable to avoid this area for the development of the site if the regeneration benefits of the site are to be achieved. The area of the site at risk from the 1 in 100-year event has extant consent for residential development.

## **Step 3: Apply the Exception Test**

### **Application of Point 1 of the Exception Test to Brownfield Lane**

The redevelopment of the site would provide wider sustainability benefits to the community, which are considered to outweigh the flood risk. These are summarised as follows:

- The importance of Boathouse Lane to the Council's regeneration agenda has been recognized by the preparation of the Boathouse Lane Planning and Design Brief Supplementary Planning Document (adopted in 2006).
- The redevelopment of the site for residential use will assist in completing the comprehensive redevelopment of the Boathouse Lane area.
- The redevelopment of Boathouse Lane will complement the other important sites in the Core Area including North Shore, Queens Park North and Stockton Town Centre
- Boathouse Lane occupies a "gateway" position in relation to Stockton Town Centre. It is particularly important that such high-profile locations contribute positively to perceptions of Stockton.
- The creation of a new residential community in the Core Area with enhanced sustainable transport links to the town centre will support the vitality and viability of the town centre.

### **Does the Level 2 SFRA state that Point 2 of the Exception Test could be fulfilled?**

Point 2 of the Exception Test states, a site-specific FRA must demonstrate that the development will be safe for its lifetime considering climate change, taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall.

The SFRA Level 2 states, "... the flood depths within Boathouse lane 1, 3 and 4 are low enough to be managed through ground and floor raising (up to the 1 in 100 + cc flood level)" (paragraph 4.4.4.23).

The Sustainability Appraisal indicators show how this area fulfils point 2 of the Exception Test. With regards to Boathouse Lane 2 the SFRA concludes that "if the access and egress along with floor raising can be designed, the development could go ahead safely, without increasing flood risk elsewhere and therefore passing part c) of the exception test". (paragraph 4.4.4.26). It is noted that the planning consent for Boathouse Lane 2 provides an alternative way of addressing flood risk as discussed in the following section.

#### **Can compensation for loss of floodplain be delivered where it is shown it is required by the SFRA?**

The SFRA does not require compensation for the loss of floodplain specifically in relation to the Boathouse Lane 3 & 4 as no floodplain would be lost.

In relation to Boathouse Lane 2 the SFRA states that the area "is at risk from the 1 in 100 year flood. This means that ground and floor raising would be problematic as compensatory flood storage would be required. It has been established in the SFRA that the incremental loss of floodplain should be resisted and adequate compensation provided from areas not currently at risk in the 1 in 100 year event. This makes complete development of the site more difficult, as an area will need to be provided to compensate for loss of floodplain if Boathouse Lane 2 is to be developed" (paragraph 4.4.4.23). However, the SFRA continues to state that if development is to proceed at Boathouse Lane 2 "...mitigation measures should include some open space and first floor only habitation up to the 1in 100 year flood. Beyond this, flood resilience and floor raising should reduce the risk of flooding up to the 1 in 100 year+cc event. If this were undertaken, compensatory flood storage would not be required as the 1 in 100 year flood risk area would be allowed to flood." (paragraph 4.4.4.25)

Boathouse Lane 2 was already a planning commitment for residential development (outline consent) at the time the SFRA was undertaken. There is now a detailed consent to develop the site for residential purposes that includes on-site (underground) flood storage. The status of Boathouse Lane as at risk from the 1 in 100 year flood does not, therefore, have wider implications for the Boathouse Lane site as a whole.

#### **Step 4: Conclusion**

##### **Are the Sustainability Appraisal criteria positive?**

Comments made below are on the basis of information contained within the SFRA. It is acknowledged that Boathouse Lane 2 has an extant consent which provides an alternative proposal to that identified within the SFRA.

##### **Sustainability Appraisal criteria 1**

**Are the flood risks (depths and hazards), prior to mitigation, significant enough to impact on urban design and could result in a risk of loss life to people using the site?**

The SFRA states that managing the flood depths within the 1 in 1000-year flood extent should be possible through ground and floor raising and that this would not impact significantly on urban design.

The preferred option for Boathouse Lane 2 within the SFRA is for first floor habitation only (allowing the first 2m to flood). This would significantly impact upon urban design.

### **Sustainability Appraisal criteria 2**

**Can the development be made safe once developed and are residual risks acceptable?**

#### **Access and Egress**

The SFRA states that safe access and egress should be possible subject to the proposed ground and floor raising mitigation strategy including setting access roads above the 1 in 100 year + cc flood level.

With regards to Boathouse Lane 2 it is proposed that a pedestrian walkway is integrated in to the development, above the 1 in 100 year +cc flood level. This would lead to the higher ground on Bridge Road and Parkfield Road. This access route should be integrated into an emergency flood management plan. The SFRA continues to advise that mitigation measures are proposed which would include land raising and raising drives and access roads. This would remove the proposed residential properties from the areas at risk and allow people to leave their properties without the help of the emergency services.

#### **Residual Risks**

The proposed mitigation strategy is to provide habitable floor levels above the climate change event. It should be possible to safely manage this residual risk through an emergency plan for the site.

### **Sustainability Appraisal criteria 3**

**Is the increase in risk posed by climate change easily adapted to and/or can the development build in climate change resilience?**

The relatively shallow depths means ground and floor levels can be designed to put this development above the climate change flood level.

Boathouse Lane 2 depths are between 1 and 2m; therefore first floor only development (above the climate change level) is proposed for this area.

### **Sustainability Appraisal criteria 4**

**Can flood risk to adjacent lands stay the same or be reduced as a result of the development and its mitigation measures?**

The proposed mitigation strategy will not increase flood risk downstream and would therefore not require compensatory storage.

## The Sequential Testing of Employment Sites

### Introduction

The Examination in Public of the SBC Core Strategy DPD was held in September / October 2009. Matter 5 was Regeneration and Flood Risk. The Environment Agency (EA) and Stockton Borough Council (SBC) produced a statement of common ground for Matter 5. Building on this co-operative approach the EA and SBC agreed the first draft of an approach to be used to guide the implementation of the Sequential Test for potential housing sites in the Core Area that are at risk from flooding. The approach utilised for this Sequential Testing exercise is based on the template agreed with the EA.

JBA Consulting undertook the update of the Stockton Strategic Flood Risk Assessment (SFRA) and all of the modelling has been completed. The focus of the Level 2 SFRA is on site-specific assessments. It provides an assessment of flood risk at key areas where development and regeneration is proposed within the Borough. This assessment has been used to inform the Sequential Testing exercise. The following employment sites have been identified as at risk from flooding and assessed in the Level 2 SFRA:

- Seal Sands
- North Tees Pools
- Port Clarence
- Haverton Hill
- Casebourne site
- Billingham Reach

For the purposes of the Sequential Test these sites have been grouped into two categories. The first category is **process industries**. These sites are as follows:

- Seal Sands complex
- North Tees Pools
- Port Clarence

The second category is sites that it is proposed to allocate for **port or river based uses**. These sites are as follows:

- Haverton Hill
- Casebourne site
- Billingham Reach



Emerging policy EMP2 'North Tees and Billingham' identifies that in these locations the following uses are considered to be suitable:

- *'Operational facilities, including wharves, jetties, slipways;*
- *River based logistics, warehousing, hard standing, and storage;*
- *Storage of hazardous substances awaiting import or export*
- *Fabrication, maintenance or decommissioning of marine vessels, oil rigs and other large structures requiring transportation by sea; and*
- *Energy generation plants and infrastructure that are reliant on a port/riverside location.'*

The modelling undertaken for the SFRA has been validated by the EA and incorporated into their flood zone maps. The EA update the flood zone maps on a quarterly basis and it is noted that the current EA flood zone maps vary significantly from those contained within SFRA. This is the result of a detailed modelling update study undertaken for the Tees Tidal area. The sequential and exception tests below highlight where EA mapping has changed.

## **Process Industries**

Land allocations for uses related to the process industries are identified within the RELP at Billingham Chemical Complex, North Tees, Port Clarence. Billingham Chemical Complex was not identified as being at risk of flooding within the SFRA and this remains the case. The modelled extents identified in the SFRA are available at Figure 4. However, the Tees Tidal area was amended in April 2014 following a detailed modelling update study. The latest flood extents are available at Figure 5 which identifies the land allocations at North Tees and Port Clarence are identified as being within flood zone 1. Therefore, it has not been necessary to undertake the sequential test for these allocations.

Whilst the Council continues to encourage economic growth at Seal Sands within the RELP, site allocations have not been made. This is because of the potential cumulative impact development of this land could have on the SPA, as strategic mitigation is required to mitigate the impact of the land allocation. At strategic mitigation cannot be delivered at this time, the Council is unable to allocate the land.

Therefore policy EMP2 identifies that:

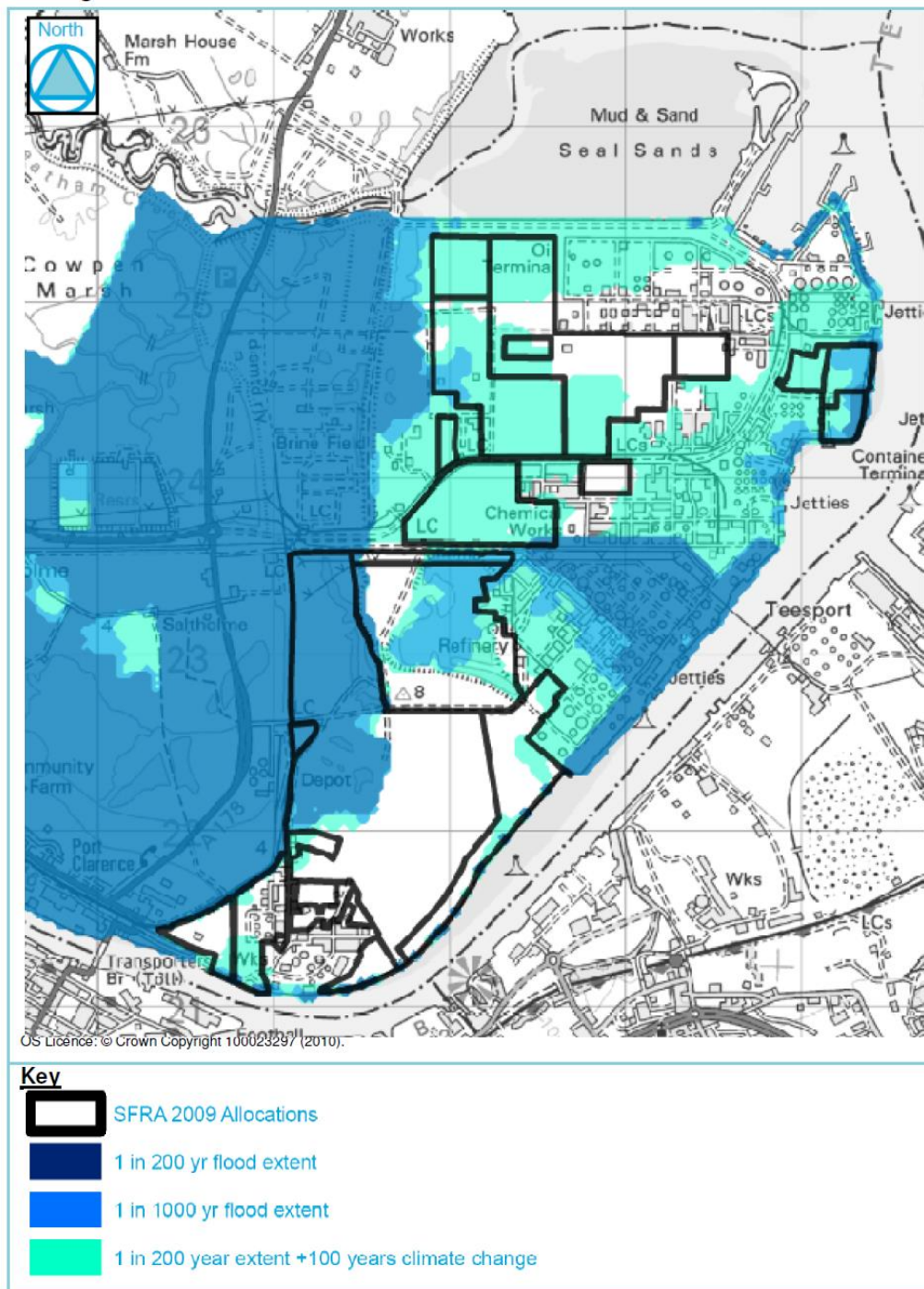
*"Development proposals for uses in the process industries will be encouraged at locations within the limits to development where:*

- I. Land has been identified to provide appropriate strategic mitigation; or;*
- II. The applicant can demonstrate that the proposed development, in-combination with other proposals, will not adversely impact the Teesmouth & Cleveland Coast SPA and Ramsar site."*

Land within the limits to development at Seal Sands is identified within flood zone 1. Therefore, it has not been necessary to undertake the sequential or exception test for this land.

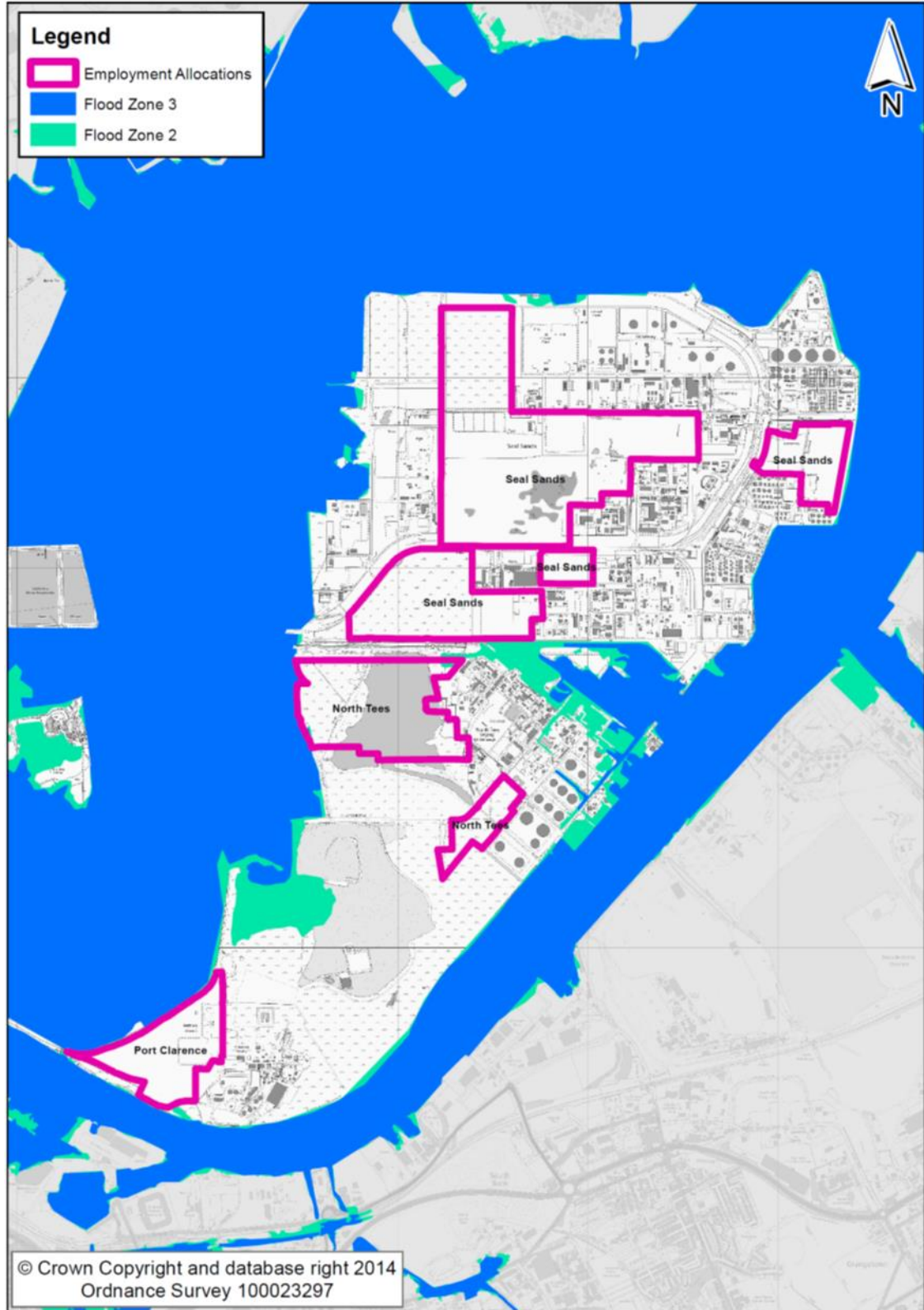
Land allocations identified within Figure 5 are those identified which would be allocated should the Council be able to identify strategic mitigation. These allocations do not allocate land recommended as 'do not allocate' within the Use of Land at Seal Sands and North Tees by Birds of the SPA Study (2011); this is recommended to avoid adverse affects on the integrity of the European Site.

**Figure 4: SFRA- Modelled extents at Process Industries**



Source: SBC Level 2 SFRA

Figure 5: EA Flood Map for Planning at Process Industry Allocations



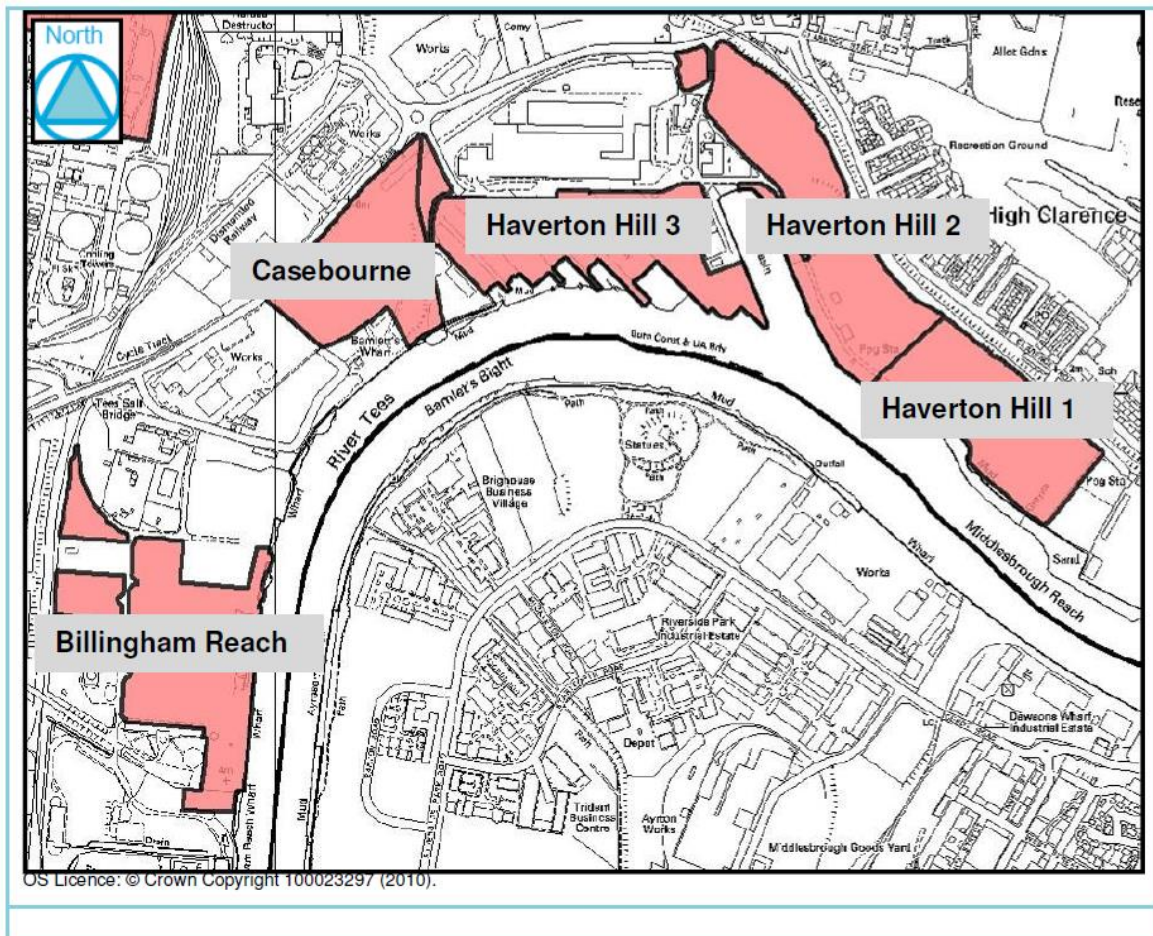
## Port and River Based Uses

Land allocations for port and river based uses are identified within the RELP at Billingham Reach, Casebourne and Haverton Hill. Specifically the SFRA splits Haverton Hill into three separate development areas as identified within Figure 6. The modelled extents identified in the SFRA are available at Figure 7. However, the Tees Tidal area was amended in April 2014 following a detailed modelling update study. The latest EA maps are available at Figure 8 and indicate that the flood extents associated with the port and river based use allocations have largely improved.

Emerging policy EMP2 'North Tees and Billingham' identifies numerous uses which might be acceptable at these locations. Whilst these are predominantly 'water-compatible' development there is also the potential other development including 'essential infrastructure' development.

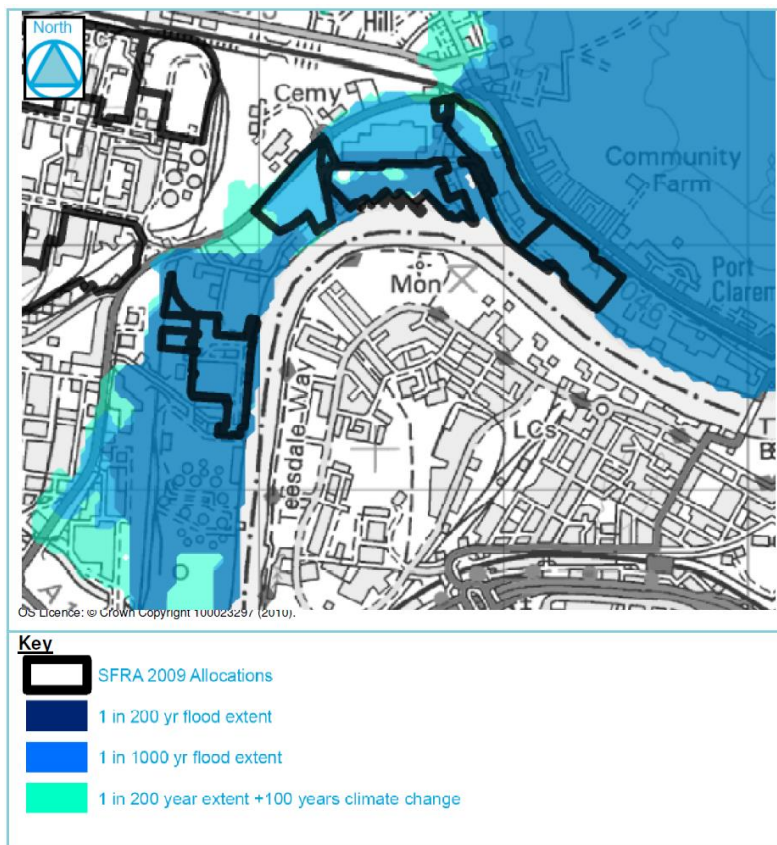
Information contained within the exception tests is based on information contained within the SFRA which was based on modelled extents at the time. It is also acknowledged that there are currently two schemes for flood defences proposed at Haverton Hill and Billingham Reach. The Haverton Hill flood defence proposal seeks to provide an embankment defence on a small section of land allocation at Haverton Hill 1 and eastwards along the river frontage on land not within the allocation. The Billingham Reach scheme is also embankment protection but this is on developed land to the south of the proposed allocation.

**Figure 6: Port and river based development areas**



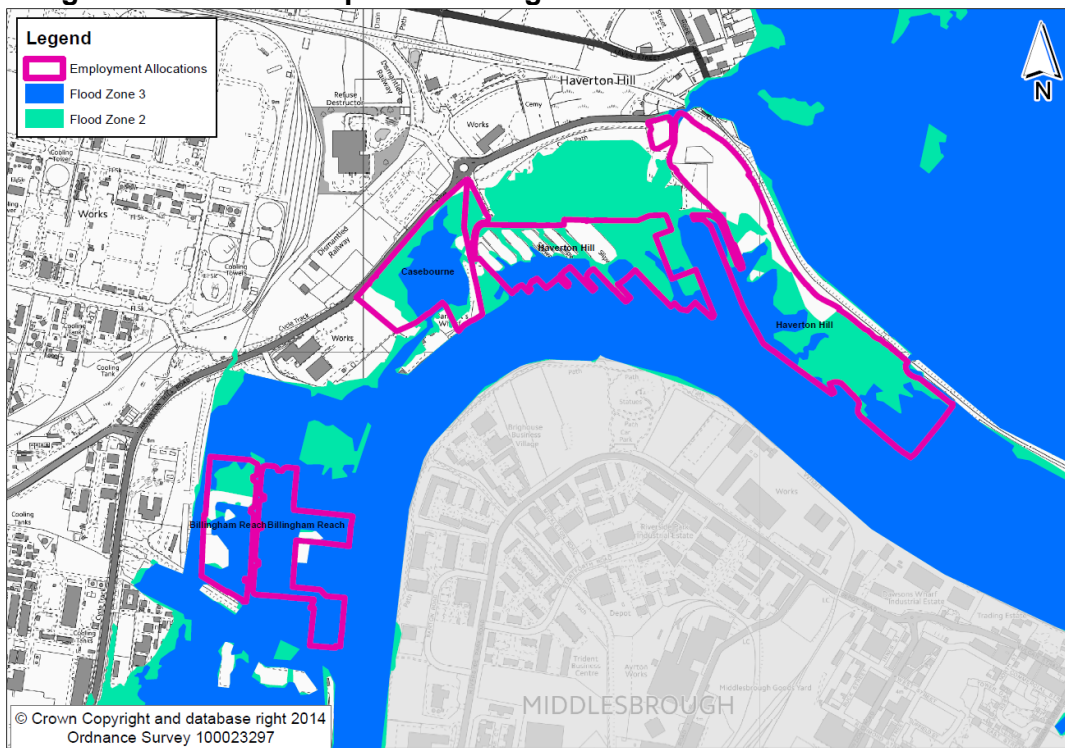
Source: SBC Level 2 SFRA

**Figure 7: SFRA- Modelled extents at Port and River Based Sites Allocations**



Source: SBC Level 2 SFRA

**Figure 8: EA Flood Map for Planning at Port and River Based Allocations**



## **Step 1: Agree the search area with the Environment Agency.**

The agreed search area should be consistent with the spatial strategy set out in the Core Strategy including the development hierarchy and, if relevant, how strategic development is defined

For Port Clarence, Haverton Hill 1, 2 and 3, Casebourne and Billingham Reach, the Environment Agency have agreed that the search area will be the port-related and river-based sites along the north bank of the River Tees downstream of Newport Bridge.

### **Justification for the search area**

Employment sites divide into three categories. These are general employment sites, port-related / river-based sites and the processing industries. The Port Clarence, Haverton Hill 1, 2 and 3, Casebourne and Billingham Reach sites fall within the port-related / river-based category.

## **Step 2: Apply sequential testing**

The SFRA indicates that the sites are within the following flood extents:

- Majority of Haverton Hill 1 is within the tidal 1 in 200-year flood-extent
- Majority of the Casebourne site is within the 1 in 1000-year flood extent.
- Majority of the Billingham Reach site is within the tidal 1 in 200-year flood-extent

The modelling also shows that the risk of flooding will increase for all of these sites in the future due to climate change. This increase in the future level of flood risk needs to be factored into planning decision-making for the sites now.

The latest EA flood extents identify that flood extents have largely improved. However, it is noted that Casebourne now has an area of land identified as being within flood zone 3

### **Could the development proposed be located within a site in flood zone 1?**

Within the commercially navigable stretch of the river (from Newport Bridge to the Tees Estuary) the only other available land in the area is a site adjacent to the North Tees Mudflat and Port Clarence.

North Tees Mudflat is a component of the Tees and Hartlepool Foreshore and Wetlands Site of Special Scientific Interest and Teesmouth and Cleveland Coast Special Protection Area. Port and river based development on this site may have an adverse impact on the SSSI/SPA and the site is not considered to be available for development. In addition this land has been recommended as 'do not allocate' within the Use of Land at Seal Sands and North Tees by Birds of the SPA Study (2011); this is recommended to avoid adverse affects on the integrity of the European Site.

Port Clarence has been identified for uses associated with the process industries.

## **Step 3: Apply second round of sequential testing (substitution) within the site boundary**

## **Could all development be located in lower risk areas using information from the Level 2 SFRA?**

The SFRA indicates that the sites are within the following flood extents:

- Majority of Haverton Hill 1 is within the tidal 1 in 200-year flood-extent. Substitution within the site is not an option.
- Majority of the Casebourne site is within the 1 in 1000-year flood extent. Substitution within the site is not an option.
- Majority of the Billingham Reach site is within the tidal 1 in 200-year flood-extent. Substitution within the site is not an option.

The latest EA maps indicate that flood extents have largely improved. However, it is still considered that substitution within the sites is not an option.

### **Step 4: Apply points 1 and 2 of the Exception Test where steps 1 and 2 cannot deliver the spatial strategy & CS4 identified in the Core Strategy**

#### **Application of Point 1 of the Exception Test to Haverton Hill 1, 2 and 3, Casebourne and Billingham Reach**

The continued use of these sites for employment purposes provides wider sustainability benefits to the community, which are considered to outweigh the flood risk. These are summarised as follows:

- These sites have a specific and vital role and function within the Borough's portfolio of employment land that cannot be replicated by a standard industrial estate elsewhere;
- PD Ports are keen to progress with the development of the "Northern Gateway". The Northern Gateway will be a new deep-sea container terminal adjoining Teesport and providing a much needed economic, environmental and regenerative boost to the Tees Valley. Whilst it is acknowledged that the main container handling facilities are not located within Stockton-on-Tees the supporting facilities required for expansion will extend into the Borough. The Haverton Hill 1, 2 and 3, Casebourne and Billingham Reach sites are ideally placed to provide these facilities – a role and function they already perform in relation to the existing Teesport development.
- As well as port facilities these sites provide business opportunities that require a riverside location. For example, Able UK advertise that their Billingham Reach site is a perfectly sited commercial storage and distribution location that utilises existing quayside facilities. In addition the Haverton Hill site is operated by the Tees Alliance Group (TAG) who are involved in engineering projects such as oil and gas, renewable energy, process and marine industries. It is considered that this type of business is appropriately located in a riverside location.
- It is vital to reduce the number of growing road miles made each year, transporting goods to Northern distribution centres from southern deep sea container terminals. The development of a northern deep-sea container port will significantly reduce CO2 emissions created by UK road distribution.

- The sites has access to the waterfront and is a logical sustainable location for a biomass plant as feedstock is unloaded on the wharf. If located elsewhere additional transportation would be required.

### **Application of Point 2 of the Haverton Hill 1, 2 and 3 and Casebourne and Billingham Reach**

**The Exception Test is not required. Notwithstanding this does the SFRA state that Point 2 of the Exception Test could be fulfilled?**

The Level 2 SFRA has shown that the sites can be developed safely and would not increase flood risk elsewhere.

**Can compensation for loss of floodplain be delivered where it is shown it is required by the SFRA?**

The SFRA does not require compensation for the loss of floodplain.

### **Step 4: Conclusion**

**Are the Sustainability Appraisal criteria positive?**

#### **Sustainability Appraisal criteria 1**

**Are the flood risks (depths and hazards), prior to mitigation, significant enough to impact on urban design and could result in a risk of loss of life to people using the site?**

For the Haverton Hill 1, 2 and 3 and Billingham Reach sites the flood hazard rating in the SFRA is “danger for most” category during the 1 in 200 year + cc event. There will be an impact on urban design.

For the Casebourne site the flood hazard rating in the SFRA is “danger for all”. There is a risk of loss of life and there will be an impact on urban design.

#### **Sustainability Appraisal criteria 2**

**Can the development be made safe once developed and are residual risks acceptable?**

#### **Access and Egress**

The Haverton Hill 1, 2 and 3 sites will be subject to flooding. A flood warning and evacuation plan will therefore be a key part of the mitigation strategy for these sites. A railway embankment backs the Haverton Hill sites. The embankment is higher than the 1 in 200 year + cc level so it could be used as an emergency pedestrian walkway for the Haverton Hill sites.

The remaining sites could flood to depths that are considered unmanageable. A combination of ground raising and flood resilience will be able to manage the risk from these sites. Access and egress routes need to be above the 1 in 200 year + cc flood level. If an access road cannot be raised to the required height then pedestrian walkways could be, allowing safe access and egress during this extreme event.

#### **Residual risks**



An evacuation plan should be established for the Haverton Hill 1, 2 and 3 sites, which would facilitate immediate evacuation of the sites as soon as a flood warning has been received. There is a potential residual risk to the Haverton Hill sites as a railway embankment separates these sites from Port Clarence. However, the difference in depths either side of the embankment mean that the flood hazard would not be significant.

For the Casebourne and Billingham Reach sites, the proposed mitigation strategy is ground raising and flood resilience measures. There are no obvious residual risks associated with this mitigation strategy.

**Sustainability Appraisal criteria 3**

**Is the increase in risk posed by climate change easily adapted to and/or can the development build in climate change resilience?**

Climate change will increase the flood depth and extent to these sites but Sustainability Appraisal criteria 2 shows that the mitigation strategy can be adapted to take this into account.

**Sustainability Appraisal criteria 4**

**Can flood risk to adjacent lands stay the same or be reduced as a result of the development and its mitigation measures?**

As the sites are at risk of tidal flooding directly from the undefended estuary, loss of floodplain is not considered to have a significant impact, compared with that usually associated with fluvial flood risk. Flood risk to adjacent land will therefore be small.

## **Appendix 8 - Historic Environment Assessment**

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# **1. Historic Environment Assessment Methodology**

## **1.1 Introduction**

To ensure conformity with the National Planning Policy Framework (NPPF) it has been necessary to undertake this heritage assessment of proposed allocations. The purpose of the study is to consider the impact of the proposed allocations on the historic environment to inform the development of policies and to advise what information will be required at planning application stage. Ultimately the study seeks to identify that the sites are developable.

Where allocations are anticipated to have an impact on the significance of heritage assets consideration of paragraphs 133-135 of the NPPF has also been included.

## **1.2 Methodology**

Each assessment begins by detailing the key baseline information which provides a summary of the historic environment within and adjacent to the proposed allocations. This includes a summary of the Historic Landscape Characterisation (HLC) of the site and data held within the Historic Environment Record (HER). A map is provided for the HLC and HER data which details the extent of the proposed allocations.

The assessment then considers for each site:

- The past use of the site and likely effect on archaeological deposits.
- The archaeological potential of the site.
- Whether development has the potential to impact on archaeology and historic landscape character. This is referred to as the 'site sensitivity to change'.
- Any potential impacts on Heritage Assets
- Implications for the wider Historic Environment. This includes indirect impacts resulting from proposed allocations.

The assessment is finalised by providing policy and application recommendations. This often includes a preliminary archaeological planning recommendation for more detailed study; such studies may influence subsequent recommendations.

Tees Archaeology provides archaeological services to the people and local authorities of Hartlepool and Stockton-on-Tees and operates throughout the Tees Valley. Tees Archaeology has input into the archaeological assessment of sites and supports the recommendations within the report relating to archaeology.

It should be noted that the absence of known archaeological sites in the immediate vicinity of a proposed allocation does not necessarily indicate an absence of archaeological potential. There are a number of reasons for archaeological sites not having been previously identified across an area; for example, due to a previous lack of investigation, or an underlying geology or agricultural regime which hinders cropmark generation and site identification. Absence of evidence cannot therefore be taken as evidence of absence. The assessment of the archaeological potential of each site takes this into account.

The significance of any hedges within or bounding the sites have not been assessed in respect of the Hedgerows Regulations 1997 as part of this project.

### **1.3 Historic Environment Record**

The HER is a database of the heritage assets within the Borough and will form a vital part of the evidence base for the determination of planning applications. It includes information on all archaeological finds and sites as well as historic buildings and landscapes. These range from stray finds such as Roman coins, archaeological sites such as the Anglo-Saxon cemeteries at Norton, earthwork remains of vanished villages such as Barwick and Newsham and the extant remains of World War II defences. It includes information on designated assets such as Scheduled Monuments, Listed Buildings and Registered Parks and Gardens. The HER is held and maintained by Tees Archaeology, a joint service shared with other local authorities. It is publicly accessible and is used by the authority as an evidence base in plan making.

### **1.4 Historic Landscape Characterisation**

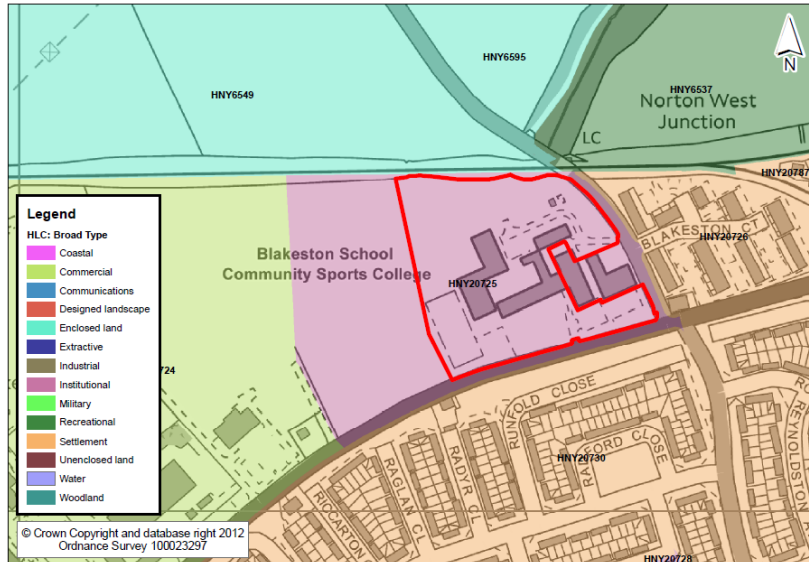
The HLC project was led by North Yorkshire County Council in conjunction with, amongst others, Tees Archaeology and English Heritage. The HLC seeks to identify and interpret the historic development of today's landscape. It places emphasis on the contribution that past historic processes make to the 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. It is important to ensure that the landscape evolves in a way that leaves it as rich and diverse in the future. The HLC information is held within the HER.

Early in the HLC project, Tees Archaeology offered to put additional resources into characterising the urban settlement areas of the Lower Tees Valley. This enabled the urban historic character of these areas to be characterised in further detail than for the rest of the project area. A finer level of detail was recorded, almost on a street by street basis.

## 2 Housing Allocation Assessments

### 2.1 North of Junction Road

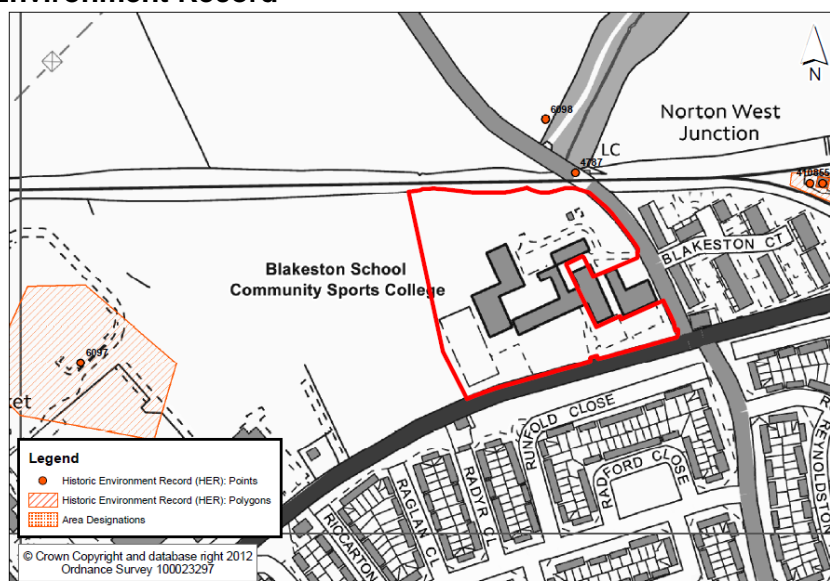
#### Historic Landscape Characterisation



The site is identified as being institutional (HNY 20725). The school lies to the north of Junction Road. The school is shown as nearing completion in construction on aerial photographs of 1972. It is two and three storey with glazed and fascia elevations and flat roofs.

To the west of the allocation is a commercial area (HNY20724). This character area is dominated by a large superstore (managed in 2009 by Tesco). The store is housed in a clad warehouse style building with extensive car parking areas to its south along with a petrol station.

#### Historic Environment Record



#### Designated Heritage Assets within Allocation

There are no designated Heritage Assets within the site.

#### Designated Heritage Assets within Vicinity of Allocation

- 5525 – Cottage at Norton West Junction Box – 18<sup>th</sup> century, listed Grade II.

#### Historic Environment Records (other than designated heritage assets)

There are no Historic Environment Records within the site.

The HER records the following within the vicinity of the site:

- 4108 – Norton Junction Railway Station – 19<sup>th</sup> century
- 4787 – Norton West Signal Box – 19<sup>th</sup> century
- 6098 – Pill Box FW3/22 - World War II

#### **Past Disturbance**

The site is currently used as a secondary school with various existing buildings and hard standing. It is likely that there has been significant ground disturbance on the majority of the southern two thirds of the site. The northern third of the site appears from historic mapping not to have been developed, although landscaping may have taken place.

#### **Archaeological Potential**

Given the relatively limited number of Historic Environment Records in the vicinity of the site and the scale of previous disturbance, it is considered that there is unlikely to be any significant archaeological impact from the future development of the southern two thirds of the site for housing. In the northern third of the site there is potential for an, as yet, unidentified archaeological resource to exist.

#### **Site Sensitivity to change:**

##### Archaeology

Development of this site is unlikely to have a significant archaeological impact.

##### Historic Landscape Character

Development of the site for residential purposes will change the historic landscape characterisation away from institutional.

#### **Impact on Heritage Assets**

No impacts on known heritage assets have been identified.

#### **Implications for the Wider Area**

Whilst the allocation covers a relatively large area, given its existing use and distance from any Heritage Assets, it is not considered that there will be any implications for the wider area from the allocation of this site.

#### **Planning Recommendations for Allocation**

## Policy Recommendations

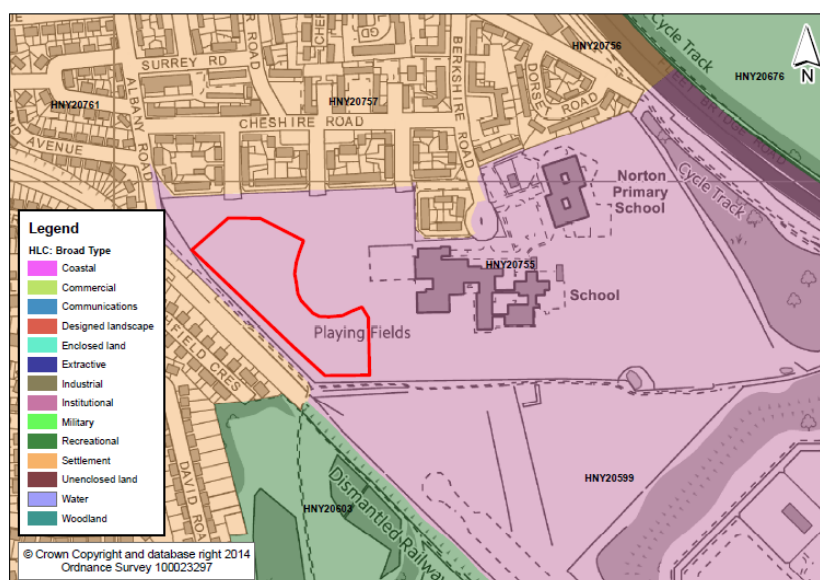
No policy recommendations are considered necessary.

## Application Recommendations

Greenfield elements of the site have an untested archaeological potential. An archaeological desk-based assessment and walkover survey should be undertaken and a report detailing the results submitted with any planning application to develop this site (NPPF para 128). The desk-based assessment should include an assessment of the potential impact of the proposed development upon Heritage Assets within and adjacent to the site. Further archaeological evaluative fieldwork may be necessary prior to the determination of the application to assess the archaeological potential of the site. The archaeological assessment will inform the development of a strategy, if appropriate, to mitigate the potential archaeological impact of the proposed development; this strategy may include designing the development to avoid impacting archaeological deposits worthy of conservation.

## 2.2 Albany Road

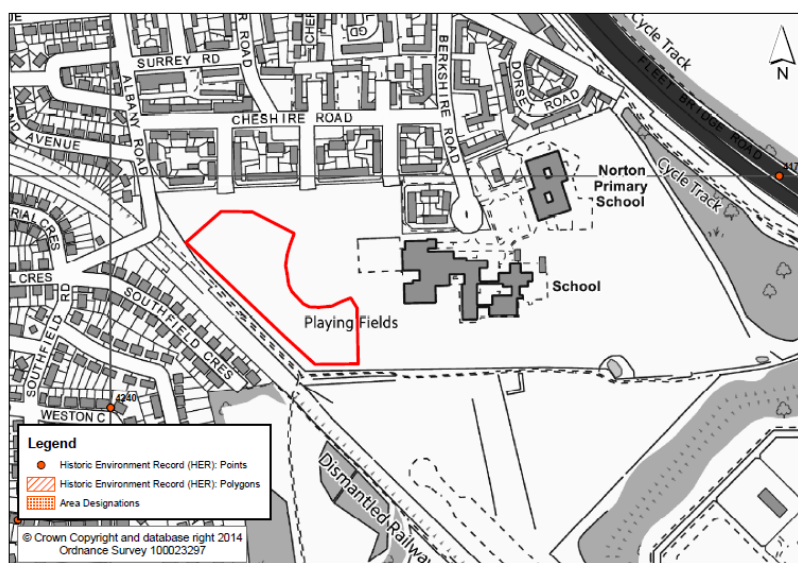
### Historic Landscape Characterisation



This site lies within an area identified within the HLC as being institutional (HNY20755). This school, now demolished, dates in part from the 1960s with the eastern blocks shown under construction on aerial photographs of 1972 (Meridian 57/72 118). The school was brick built with glazed and red fascia elevations.

To the north and west of the site are areas of settlement (HNY20757/HNY20752). Residential development to the north is a mixed area of short terraces of bungalows, two storey houses and three storey apartments. The housing appears to date to the 1960s and replaces, in part, post war pre-fabricated houses. Residential development to the west is predominantly semi-detached 1930/40s houses.

### Historic Environment Record



### Designated Heritage Assets within Allocation

There are no designated Heritage Assets within the site.

### Designated Heritage Assets within Vicinity of Allocation

There are no designated Heritage Assets within the vicinity of the site

### Historic Environment Records (other than designated heritage assets)

There are no Historic Environment Records within the site.

The HER records the following within the vicinity of the site:

- 4240 – Brickearth Pit – 19<sup>th</sup> century
- 4178 – Brickearth pit – 19<sup>th</sup> century

### **Past Disturbance**

The site appears from historic mapping not to have been developed, although landscaping may have taken place. This part of the site is greenfield being used as sports pitches/amenity open space. It is likely that any previous damage to archaeological deposits in these areas would be limited.

### **Archaeological Potential**

No previous archaeological work has been undertaken on the site. Owing to this the site should be considered to have archaeological potential.

### **Site Sensitivity to Change**

#### Archaeology

The site allocation has potential for unrecorded archaeological remains and development of the site could lead to the destruction of archaeological deposits. However, it is considered reasonable to conclude that the allocation of the site for



housing development will not be prevented by this potential, providing adequate consideration of this issues is given during any planning application process.

#### Historic Landscape Character

Any development will change the historic landscape character of this area that is presently identified as institutional.

#### **Impact on Heritage Assets**

No impacts on known heritage assets have been identified.

#### **Implications for the Wider Area**

The allocation covers a relatively small area and it is not considered that there will be any implications for the wider area from the allocation of this site.

#### **Planning Recommendations for Allocation**

##### Policy Recommendations

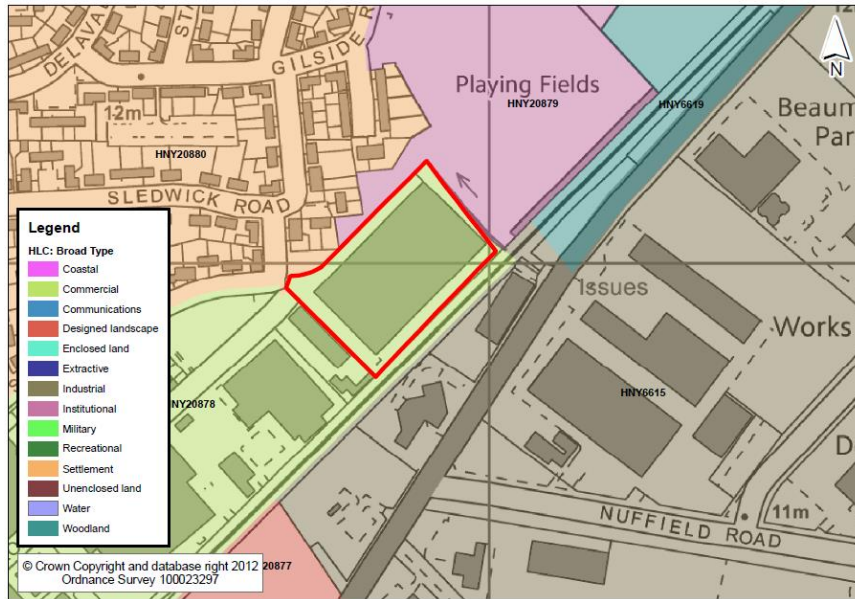
No policy recommendations are considered necessary.

##### Application Recommendations

An archaeological desk-based assessment and walkover survey should be undertaken and a report detailing the results submitted with any planning application to develop this site. The desk-based assessment should include an assessment of the potential impact of the proposed development upon Heritage Assets within and adjacent to the site. Further archaeological evaluative fieldwork may be necessary prior to the determination of the application to assess the archaeological potential of the site. The archaeological assessment will inform the development of a strategy, if appropriate, to mitigate the potential archaeological impact of the proposed development; this strategy may include designing the development to avoid impacting archaeological deposits worthy of conservation.

## **2.3 Leeholme Road**

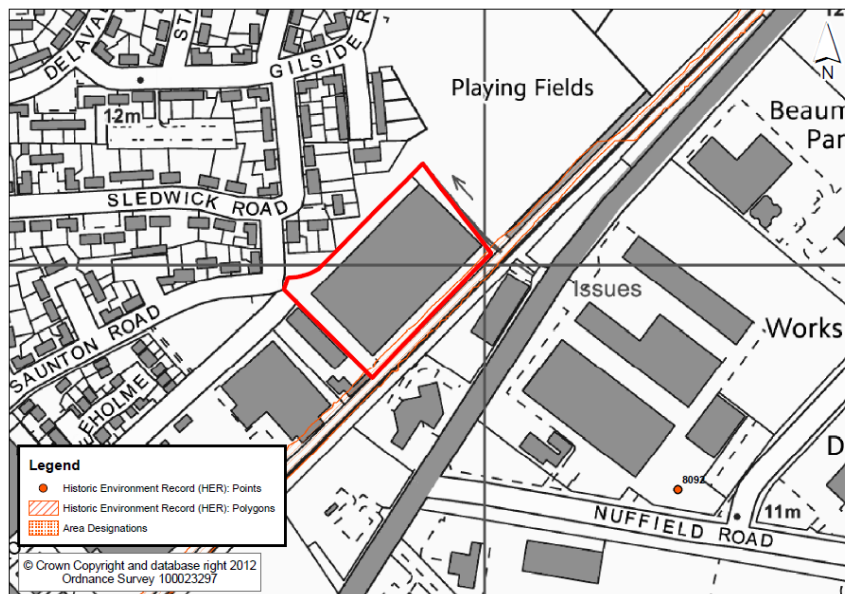
### **Historic Landscape Characterisation**



The area has been identified as being commercial (HNY20878). This is a mixed area of warehousing, retail, light manufacturing, offices and a train station. The area was developed prior to the early 1970s. The built environment is a mixture of warehouse style units and car parking.

The site is immediately adjacent to an area identified as being institutional (HNY20879). This area comprises a school, its playing fields and a small cricket field. The school dates to the 1960s. The school buildings are institutional blocks typical of the period with large areas of glazing and fascias to the elevations with flat roofs.

### Historic Environment Record



### Designated Heritage Assets within Allocation

There are no designated Heritage Assets within the site.

### Designated Heritage Assets within Vicinity of Allocation

There are no designated Heritage Assets within the vicinity of the allocation.

#### Historic Environment Records (other than designated heritage assets)

There are no Historic Environment Records within the site.

The HER records the following within the vicinity of the site:

- 4093 –West Hartlepool - Billingham Junction Railway – 19<sup>th</sup> century
- 8092 – Pillbox – World War II

#### **Past Disturbance**

The site is currently in industrial/commercial use with an existing building occupying most of the site. It is likely that there has already been significant disturbance to any archaeological features.

#### **Archaeological Potential**

Given the previous disturbance on the site, it is considered that it is unlikely that the development of the site for housing will result in any archaeological impact.

#### **Site Sensitivity to Change**

##### Archaeological

Development of this site is unlikely to have a significant archaeological impact.

##### Historic Landscape Character

Development of the site for housing will see a change from the commercial character of this part of the character area. However, this area has seen significant changes over the 20<sup>th</sup> century and is not considered to be sensitive.

#### **Impact on Heritage Assets**

No impacts on known heritage assets have been identified.

#### **Implications for the Wider Area**

The allocation covers a relatively small area and, given its existing use, it is not considered that there will be any implications for the wider area from the allocation of this site.

#### **Planning Recommendations for Allocation**

##### Policy Recommendations

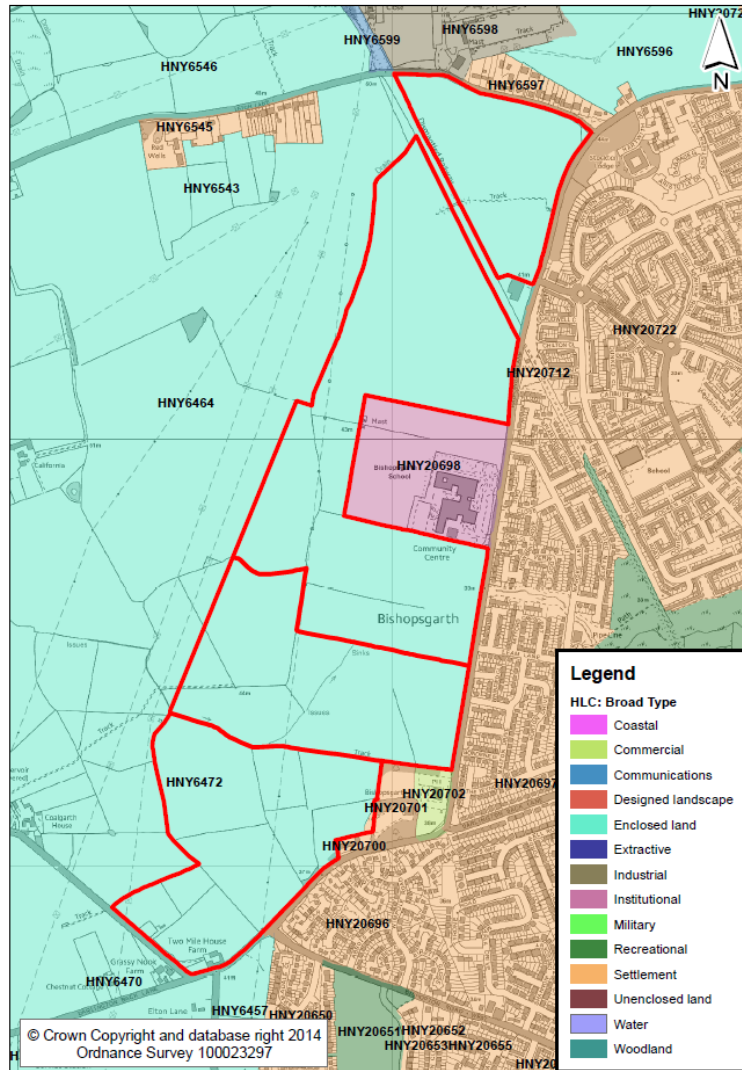
No policy recommendations are considered necessary.

##### Application Recommendations

Given the low archaeological potential of the site no recommendations are identified.

## 2.4 Harrowgate Lane

### Historic Landscape Characterisation

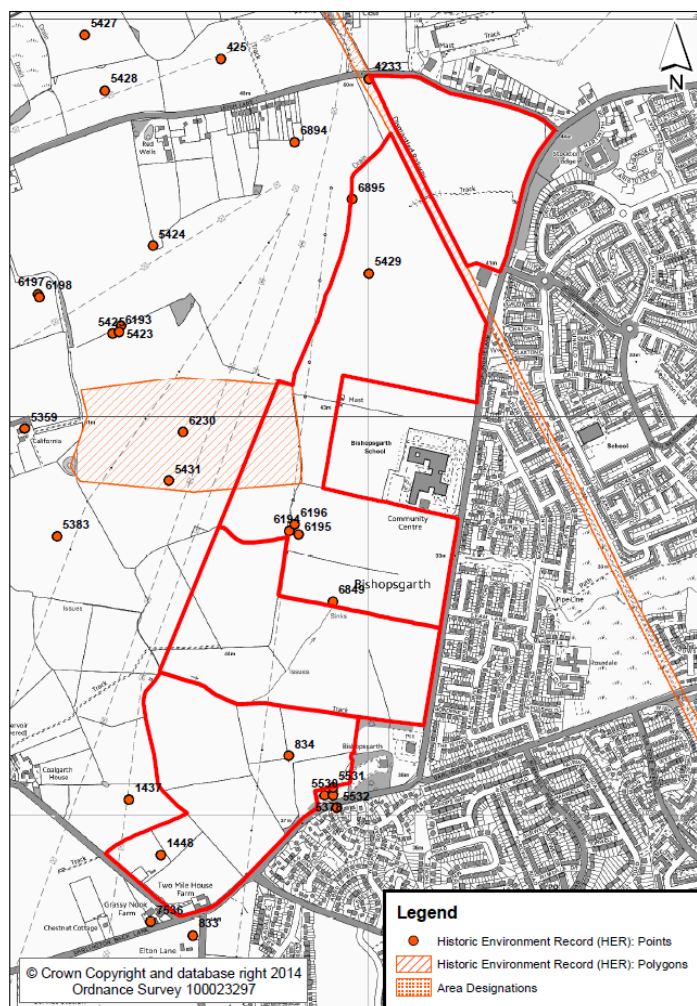


The HLC identifies that the majority of the site is enclosed land constituting modern improved fields or piecemeal enclosure. This agricultural land has Fragmentary legibility to the north of Bishopsgarth School (HNY6464) and significant legibility to the south (HNY6472). The difference in legibility is owing to the fact that the fields to the south are of medium sized fields in an irregular pattern with only 50% boundary loss since 1850; this is in comparison to an upto 90% boundary loss on fields to the north of the site.

Bishopsgarth Cottages (HNY20700) lie adjacent to the southern boundary of the site. The HLC identifies the site as having invisible legibility as modern development has replaced the earlier agricultural building of the second half of the 19<sup>th</sup> century.

Bishopsgarth (HNY20701) is a large detached house built in the second half of the 19<sup>th</sup> century and set within its own grounds. The north-east quadrant of the grounds is built over with a 1950s/early 1960s public house (HNY20702).

### Historic Environment Record



### Designated Heritage Assets within allocation

There are no designated Heritage Assets within the site

### Designated Heritage Assets within vicinity of the allocation

- 7536 - Grassy Nook Farmhouse, Norton listed Grade II - 18<sup>th</sup> century

### Historic Environment Records (other than designated heritage assets)

#### Within site

- 6849 - Lithic Scatter - prehistoric
- 6195 - Pottery Scatter - medieval
- 6194 – Buckle - medieval
- 6196 - Wig Curler - 17<sup>th</sup> century
- 5429 - Pottery Scatter - medieval
- 6895 - Pillbox - World War II
- 6230 – Enclosure - Romano-British
- 4216 - Castle Eden Branch Railway - 19<sup>th</sup> century
- 834 - Field System – medieval
- 1448 - Field System - medieval

#### Within vicinity of the site

- 4233 – Carlton South Railway Junction - 19<sup>th</sup> century
- 5431 – Bronze Axehead - Bronze Age
- 833 - Field System - medieval
- 1437 - Field System - medieval
- 6894 - Pillbox - World War II
- 5378 - Bishopsgarth Cottages farmstead – 18<sup>th</sup> century
- 5531 - Bishopsgarth Cottages stable – 19<sup>th</sup> century
- 5530 - Bishopsgarth Cottages stable – 18<sup>th</sup> century
- 5532 - Harwick Field House Farmstead – 18<sup>th</sup> century

### **Past Disturbance**

The site is entirely greenfield being in agricultural use. It is likely that any previous damage to archaeological deposits in these areas would be limited.

### **Archaeological Potential**

Only a limited amount of archaeological work has been undertaken on the site. Owing to this and Historic Environment Records within the site and wider area the site can be considered to have archaeological potential. In 2014 the field to the immediate south of the school was subject to archaeological field evaluation. There were no significant heritage assets in this particular part of the site.

### **Site Sensitivity to change**

#### Archaeology

The site allocation has potential for unrecorded archaeological remains and development of the site could lead to the destruction of archaeological deposits. However, it is considered reasonable to conclude that the allocation of the site for housing development will not be prevented by this potential, providing adequate consideration of this issues is given during any planning application process. There is the possibly of some physical preservation.

#### Historic Landscape Character

Any development will change the historic landscape character of this area that is presently enclosed land within agricultural use.

### **Impact on Heritage Assets**

The nearest designated heritage asset is Grassy Nook Farmhouse which is a Grade II Listed Building. Whilst not being nationally or locally listed, Castle Eden Walkway, Two Mile House Farm, Bishopsgarth and the World War II Pillbox are of significance. Development has the potential to impact on the significance of these heritage assets.

### **Implications for the Wider Area**

Whilst the allocation covers a large area no implications on the wider historic environment are identified.

### **Planning Recommendations for allocation**

#### Policy Recommendations

To ensure development is conducive with the NPPF and provides a positive strategy for the Historic Environment it is recommended that policy for this allocation enhances Castle Eden Walkway.

Impact on heritage assets adjacent to the site will be considered at application stage in accordance with adopted policy.

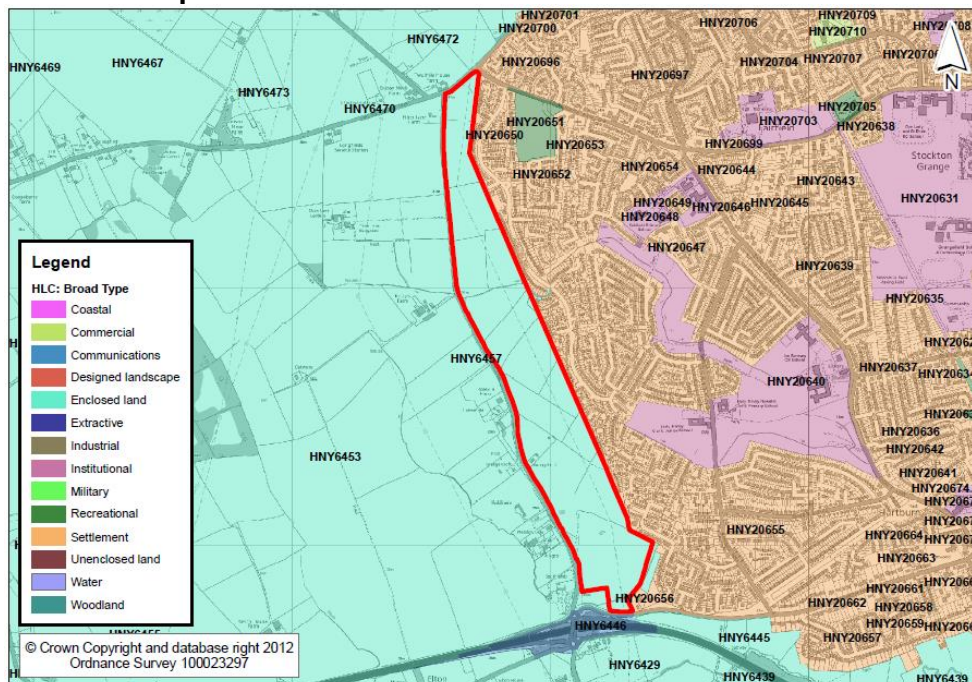
### Application Stage

An archaeological desk-based assessment and walkover survey should be undertaken and a report detailing the results submitted with any planning application to develop this site. The desk-based assessment should include an assessment of the potential impact of the proposed development upon Heritage Assets within and adjacent to the site. Further archaeological evaluative fieldwork may be necessary prior to the determination of the application to assess the archaeological potential of the site. The archaeological assessment will inform the development of a strategy, if appropriate, to mitigate the potential archaeological impact of the proposed development; this strategy may include designing the development to avoid impacting archaeological deposits worthy of conservation.

Applications will be accompanied by a heritage impact assessment to fully consider the potential impact of development on the historic environment.

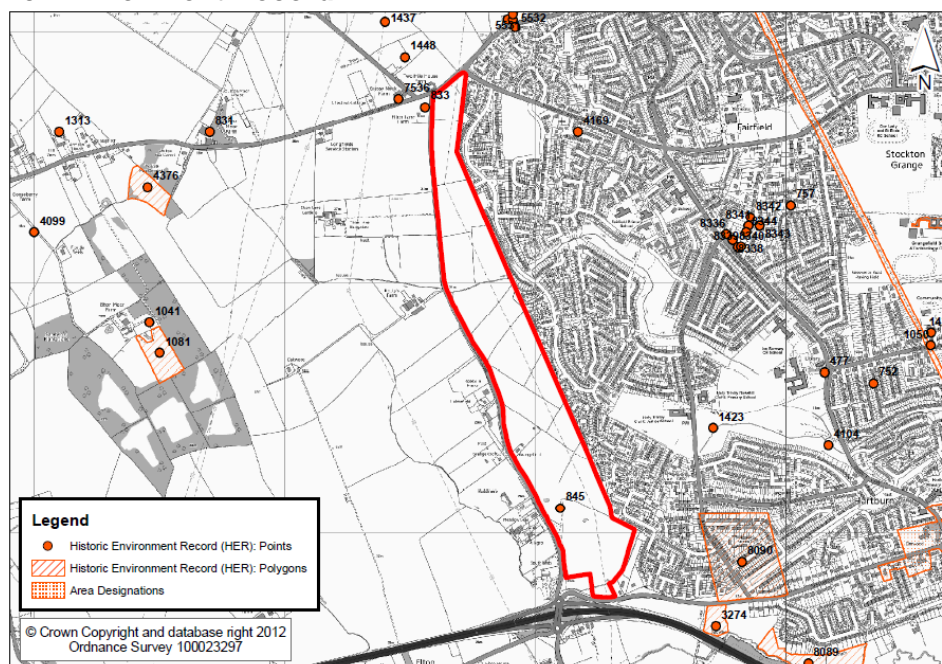
## 2.5 Yarm Back Lane

### Historic Landscape Characterisation



The allocation is identified as being enclosed land (HNY6457) within the HLC. The HLC summary identifies that *‘this is an area of unknown planned enclosure consisting of medium sized fields in a semi-irregular pattern. It is defined by regular external and straight internal hedgerow boundaries. It has significant legibility with less than 10% boundary loss since 1850.’*

## Historic Environment Record



### Designated Heritage Assets within allocation

There are no designated Heritage Assets within the site

### Designated Heritage Assets within vicinity of the allocation

- 7536 - Grassy Nook Farmhouse, Norton listed Grade II - 18<sup>th</sup> century

### Historic Environment Records (other than designated heritage assets)

Within site

- 845 - Field System - medieval

Within vicinity of the site

- 833 - Field System - medieval

## Past Disturbance

The site is entirely greenfield being in agricultural use. It is likely that any previous damage to archaeological deposits in these areas would be limited.

## Archaeological Potential

No previous archaeological work has been undertaken on the site. Owing to this the site should be considered to have archaeological potential. An irregular group of buildings around a courtyard, named as Hartburn Grange, is shown on the Ordnance Survey first edition map (c.1860) at the southern end of the site. This may indicate the site of a medieval grange.

## Site Sensitivity to change:

### Archaeology



The site allocation has potential for unrecorded archaeological remains and development of the site could lead to the destruction of archaeological deposits. However, it is considered reasonable to conclude that the allocation of the site for housing development will not be prevented by this potential, providing adequate consideration of this issues is given during any planning application process. There is the possibly of some physical preservation.

#### Historic Landscape Character

Any development will change the historic landscape character of this area that is presently enclosed land within agricultural use.

#### **Impact on Heritage Assets**

Inspection of recent aerial photographs indicates that the ridge and furrow earthworks recorded on the HER as a field system are now ploughed out.

#### **Implications for the Wider Area**

Whilst the allocation covers a large area no implications on the wider historic environment are identified.

#### **Planning Recommendations for allocation**

##### Policy Recommendations

No policy recommendations are considered necessary.

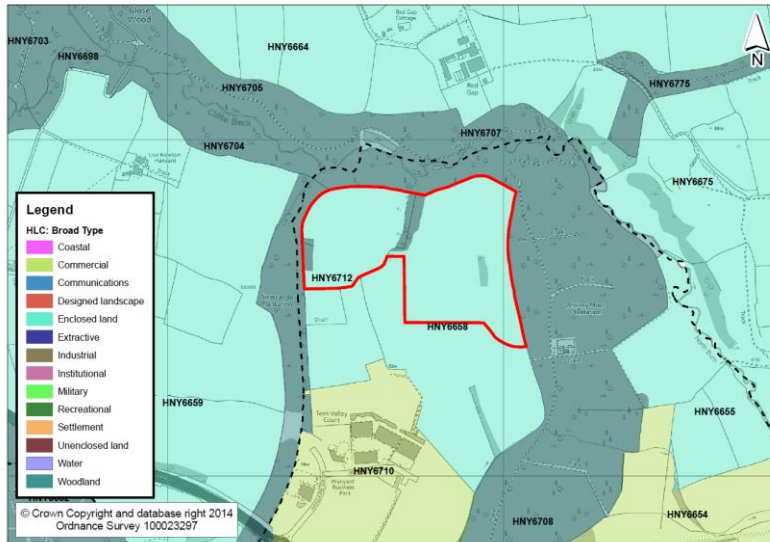
##### Application Stage

An archaeological desk-based assessment and walkover survey should be undertaken and a report detailing the results submitted with any planning application to develop this site. The desk-based assessment should include an assessment of the potential impact of the proposed development upon Heritage Assets within and adjacent to the site. Further archaeological evaluative fieldwork may be necessary prior to the determination of the application to assess the archaeological potential of the site. The archaeological assessment will inform the development of a strategy, if appropriate, to mitigate the potential archaeological impact of the proposed development; this strategy may include designing the development to avoid impacting archaeological deposits worthy of conservation.

Applications will be accompanied by a heritage impact assessment to fully consider the potential impact of development on the historic environment.

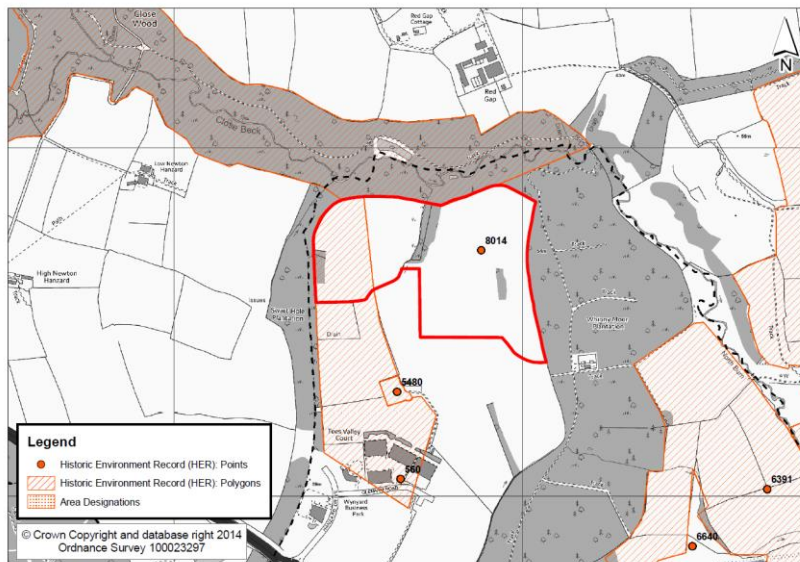
## **2.6 Wynyard Park**

### **Historic Landscape Characterisation**



The allocation is split between two HLC units. The west of the site is identified as being enclosed land (HNY6712) and having fragmentary legibility within the HLC. The HLC summary identifies that *'This is an area of unknown planned enclosure consisting of a large and a small field. It is defined by regular external and straight internal fenced boundaries. It has fragmentary legibility with the boundaries reorganised since 1850'*. The eastern section of the allocation is also identified as being enclosed land (HNY6658) and having fragmentary legibility within the HLC. The HLC summary identifies that *'This is an area of modern improved fields consisting of one large field. It is defined by regular hedgerow boundaries, formed by woodland on the northern and eastern sides. It has fragmentary legibility with up to 90% boundary loss since 1850'*.

### Historic Environment Record



### Designated Heritage Assets within allocation

There are no designated Heritage Assets within the site

### Designated Heritage Assets within vicinity of the allocation

There are no designated Heritage Assets within the vicinity of the site

#### Historic Environment Records (other than designated heritage assets)

Within site

- 560 - Field System - Medieval
- 8014 – Pit of unknown date

Within vicinity of the site

- 560 - Field System- Medieval
- 1635 - Newton Hanzard Wood - 17<sup>th</sup> century
- 5480 - Woodside Farm, Farmstead - 19<sup>th</sup> century

#### **Past Disturbance**

The site is entirely greenfield being in agricultural use. It is likely that any previous damage to archaeological deposits in these areas would be limited.

#### **Archaeological Potential**

The site has already been the subject of archaeological work including trial trenching, historic building recording and earthwork survey, with all remains present being preserved by record with no further archaeological requirements.

#### **Site Sensitivity to change:**

##### Archaeology

The site has already been the subject of archaeological work and there are no further archaeological requirements

##### Historic Landscape Character

The site is identified as enclosed land with fragmentary legibility. The development of the site will alter the historic character of the area from that identified within the HLC to settlement.

#### **Impact on Heritage Assets**

No impacts on heritage assets have been identified

#### **Implications for the Wider Area**

Whilst the allocation covers a large area, it is not considered that there will be any implications for the wider area from the allocation of this site.

#### **Planning Recommendations for allocation**

##### Policy Recommendations

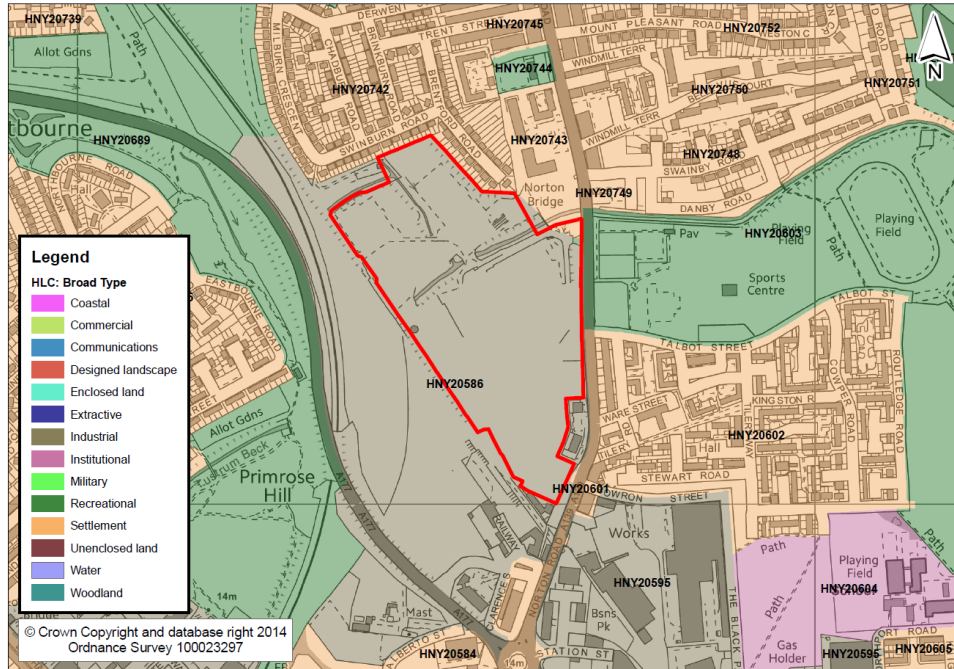
No policy recommendations are considered necessary.

##### Application Recommendations

The site has already been the subject of archaeological work and there are no further archaeological requirements.

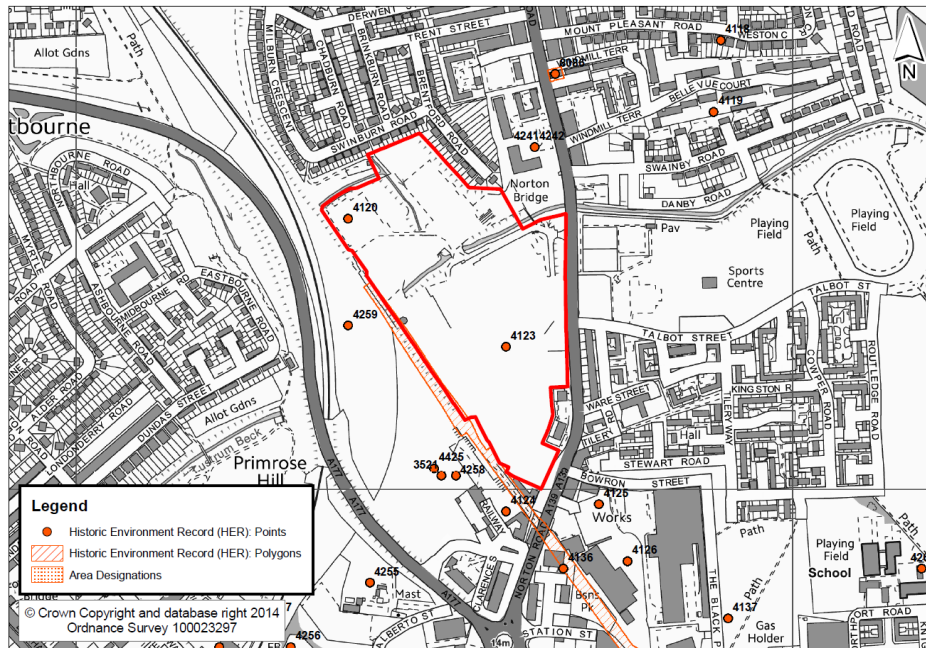
## 2.7 Queens Park North

### Historic Landscape Characterisation



The allocation is identified as being industrial (HNY20586) and having fragmentary legibility within the HLC. The HLC summary identifies that *'This is an area of former late 19th and early 20th century industry, cleared from the 1970s to early 2000s to provide a development platform. The area is largely grassed but with concrete foundations and access roads still legible'*.

### Historic Environment Record



### Designated Heritage Assets within allocation

There are no designated Heritage Assets within the site

### Designated Heritage Assets within vicinity of the allocation

There are no designated Heritage Assets within the vicinity of the site

### Historic Environment Records (other than designated heritage assets)

Within site

- 4120 - Engineering Works - 19<sup>th</sup> century
- 4123 – Blair’s Engine Works- 19<sup>th</sup> century

Within vicinity of the site

- 4265 - NER North Shore Branch Railway- 19<sup>th</sup> century
- 4241 - Brickearth Pit - 19<sup>th</sup> century
- 4242 - Brickearth Pit - 19<sup>th</sup> century
- 4259 - Brickearth Pit - 19<sup>th</sup> century
- 4125 – Brickyard - 19<sup>th</sup> century
- 4136 – Norton Road Railway Station - 19<sup>th</sup> century
- 4425 – Stockton Refuse Destructor Station - 20<sup>th</sup> century
- 3521 - Water Pump - 17<sup>th</sup> century
- 4258 - Clarence Foundry - 19<sup>th</sup> century
- 4124 - Coal Depot - 19<sup>th</sup> century

### **Past Disturbance**

The site has recently been subject to an extensive remediation scheme which has included the re-profiling of the site.

### **Archaeological Potential**

The site benefits from extant permission for residential development and as part of this the archaeological features of interest have been recorded.

#### **Site Sensitivity to change:**

##### Archaeology

Development of this site will not have a significant archaeological impact.

##### Historic Landscape Character

Development of the site for housing will see a change from the industrial character. However, this area has seen significant changes over the 20<sup>th</sup> century and is not considered to be sensitive.

#### **Impact on Heritage Assets**

No impacts on heritage assets have been identified

#### **Implications for the Wider Area**

Whilst the allocation covers a large area, it is not considered that there will be any implications for the wider area from the allocation of this site.

#### **Planning Recommendations for allocation**

##### Policy Recommendations

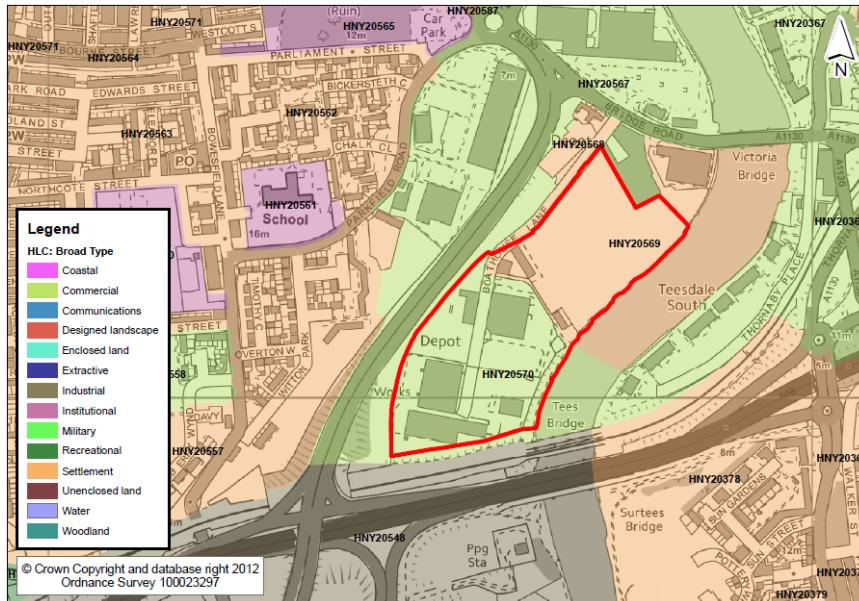
No policy recommendations are considered necessary.

##### Application Recommendations

The site has already been the subject of archaeological work and there are no further archaeological requirements.

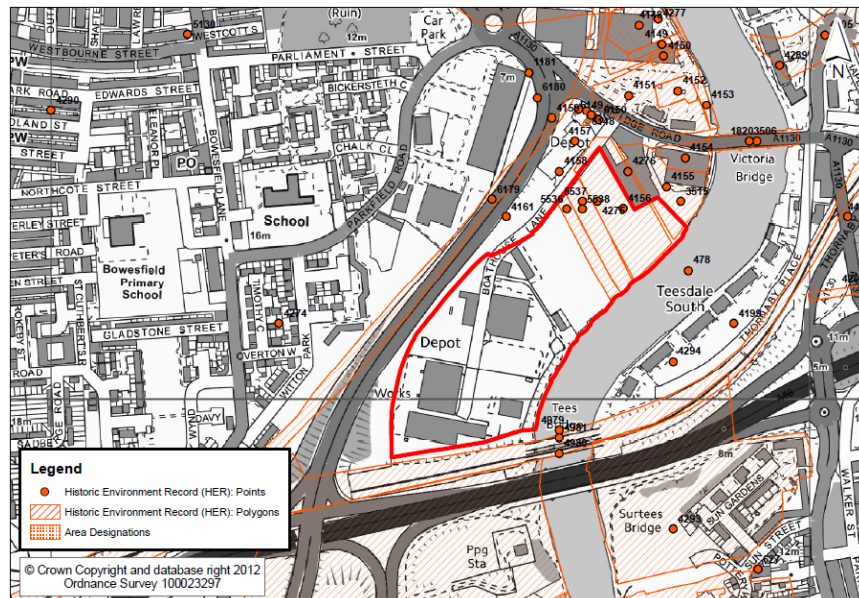
## **2.8 Boathouse Lane**

### **Historic Landscape Characterisation**



The site is located within two HLC units. The southern part of the site is identified as being commercial (HNY20570) and having invisible legibility within the HLC. The HLC summary identifies that 'A number of industrial units/warehouses lie at the south end of Boathouse Lane, Stockton on Tees. The units are large warehouse style buildings with extensive distribution yards surrounding. The current use of the area appears to date from the late 1950s'. The northern part of the site is identified as being settlement (HNY20569) and having invisible legibility within the HLC. The HLC summary identifies that 'This is an area of student apartments with construction beginning in 2007. The apartments are high rise and built in monolithic style but with varied roof heights and use of colour to break up the scale'.

### Historic Environment Record



### Designated Heritage Assets within Allocation

There are no designated Heritage Assets within the site

### Designated Heritage Assets within Vicinity of Allocation

- 1278 - 48 Bridge Road, Booking Office Listed Grade II\* - 19<sup>th</sup> century
- 6148 - 50 Bridge Road, house Listed Grade II - 19<sup>th</sup> century
- 6149 - 52 & 54 Bridge Road, house Listed Grade II - 19<sup>th</sup> century
- 6150 - 56 Bridge Road, house Listed Grade II - 19<sup>th</sup> century
- 1820 - Victoria Bridge Listed Grade II - 19<sup>th</sup> century

#### Historic Environment Records (other than designated heritage assets)

##### Within site

- 5536 – Victoria Bridge Engineering Works - 19<sup>th</sup> century
- 5537 – Thomlinson Hall and Company Engineering Works - 20<sup>th</sup> century
- 5538 – Crane - 20<sup>th</sup> century
- 4275 – Saw Mill – 19<sup>th</sup> century
- 4156 - Timber Yard - 19<sup>th</sup> century

##### Within vicinity of the site

- 4276 - Tramway Depot - 19<sup>th</sup> century
- 3515 – Tramway Power Station - 19<sup>th</sup> century
- 4155 - Timber Yard - 19<sup>th</sup> century
- 3556 - Stockton and Darlington Railway - 19<sup>th</sup> century
- 6179 – Well – 19<sup>th</sup> century
- 4161 – Ropewalk - 19<sup>th</sup> century
- 4158 - Lime Depot - 19<sup>th</sup> century
- 4157 - Coal Depot - 19<sup>th</sup> century
- 478 – Human Burial - prehistoric
- 3882 – Middlesbrough Branch Railway – 19<sup>th</sup> century
- 4979 – Stockton and Darlington Railway suspension bridge - 19<sup>th</sup> century
- 4981 – Stockton and Darlington Railway plate girder bridge - 19<sup>th</sup> century
- 4980 - Stockton and Darlington Railway girder bridge - 19<sup>th</sup> century

#### **Past Disturbance**

The site currently comprises commercial/cleared land. It is likely that there has been significant ground disturbance on the site.

#### **Archaeological Potential**

Archaeological potential has been considered through planning applications. For the northern section of the site archaeological assessments have identified that there are no remains requiring physical preservation, and the 19<sup>th</sup> and 20<sup>th</sup> century buildings on site were recorded prior to demolition.

Planning permission is also extant for the southern section of the site. An archaeological assessment was submitted as part of the application which identified that no further archaeological works were required.

#### **Site Sensitivity to Change**

##### Archaeology

Development of this site is unlikely to have a significant archaeological impact.



## Historic Landscape Character

Residential development will change the historic landscape character in the southern section of the site.

### **Impact on Heritage Assets**

The allocation is within close proximity of the site the Grade II\* Listed Booking Office of the Stockton and Darlington Railway as well as the Grade II Listed Buildings of 50-56 Bridge Road and Victoria Bridge. Development has the potential to impact on the significance of these designated heritage assets.

### **Implications for Wider Area**

Whilst the allocation covers a relatively large area, it is not considered that there will be any implications for the wider area from the allocation of this site.

### **Planning Recommendations for Allocation**

#### Policy Recommendations

No policy recommendations are considered necessary. Impact on the adjacent conservation area and listed buildings will be considered at application stage in accordance with adopted policy.

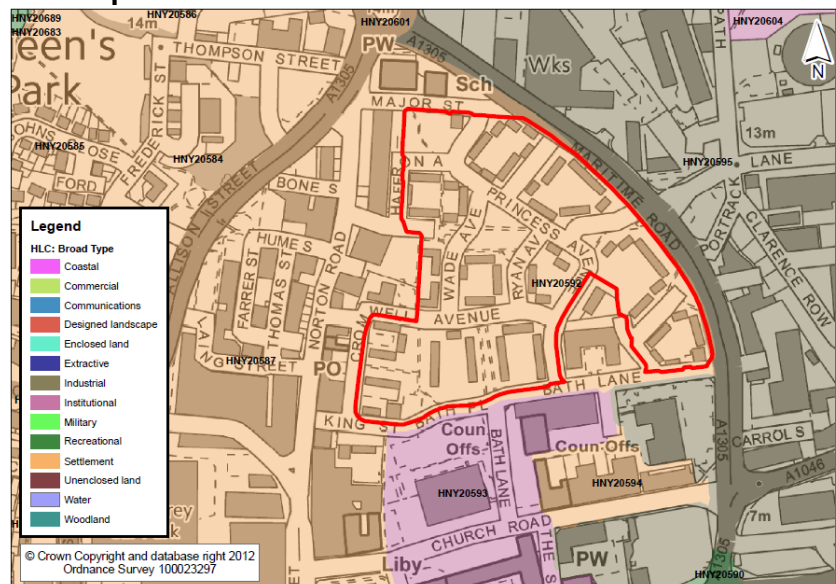
#### Application Recommendations

The site has already been the subject of archaeological work and there are no further archaeological requirements.

Applications will be accompanied by a heritage impact assessment to fully consider the potential impact of development on heritage assets.

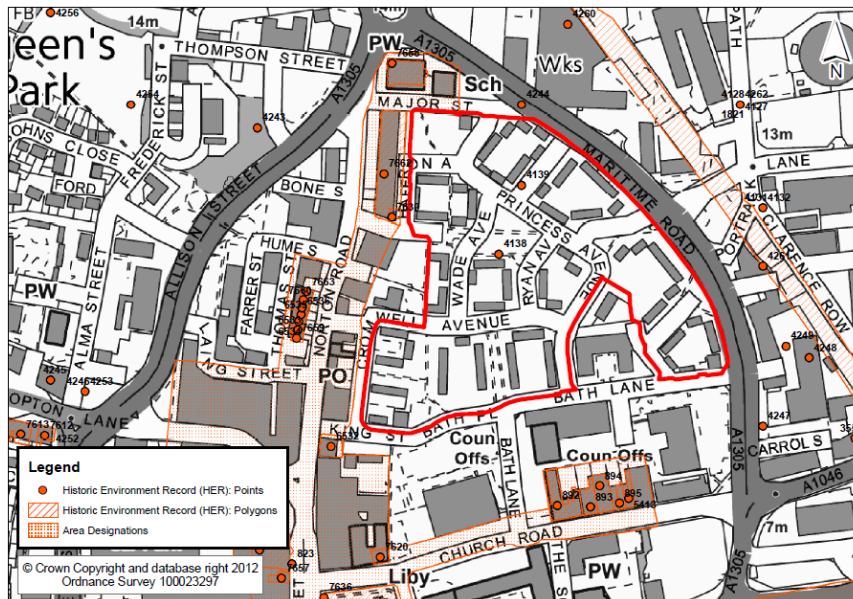
## **2.9 Victoria Estate**

### **Historic Landscape Characterisation**



The allocation is identified as being settlement (HNY20592) and having invisible legibility within the HLC. The HLC summary identifies that *'This is an area of apartments contained within short terraces of two or three storey blocks. Dating to approximately the mid to late 1960s the apartments are set out in an irregular pattern with quadrangles of terraces set out around central greens'*. The north western corner of the allocation is identified as being part of the historic town core (HNY20587) with significant legibility. The HLC summary identifies that *'This area comprises the main shopping streets of Stockton Town Centre. The general character centres around the wide central High Street that was lain out in the 12th or 13th century with long burgage plots to either side.'*

### Historic Environment Record



### Designated Heritage Assets within Allocation

There are no designated Heritage Assets within the site

### Designated Heritage Assets within Vicinity of Allocation

- Stockton Town Centre Conservation Area
- 7658 - Church of St Mary Listed Grade II - 19<sup>th</sup> century
- 7662 - 60-82 Norton Road Listed Grade II - 19<sup>th</sup> century
- 7630 - 41 Garbutt Street Listed Grade II - 19<sup>th</sup> century
- 7659 - 29 Norton Road Listed Grade II - 19<sup>th</sup> century
- 6533 - 31 Norton Road Listed Grade II - 19<sup>th</sup> century
- 6534 - 33-35 Norton Road Listed Grade II - 19<sup>th</sup> century
- 6535 - 37 Norton Road Listed Grade II - 19<sup>th</sup> century
- 6536 - 39 Norton Road Listed Grade II - 19<sup>th</sup> century
- 7660 - 41 Norton Road Listed Grade II - 19<sup>th</sup> century
- 6532 - 2-8 Norton Road & 1 King Street Listed Grade II - 19<sup>th</sup> century
- 7620 - 16 Church Road Listed Grade II - 18<sup>th</sup> century
- 892 - 70 & 72 Church Road Listed Grade II\* - 18<sup>th</sup> century
- 893 - 74 & 76 Church Road Listed Grade II\* - 18<sup>th</sup> century
- 894 - 78 Church Road Listed Grade II\* - 18<sup>th</sup> century
- 895 - 80 Church Road Listed Grade II\* - 18<sup>th</sup> century
- 5413 - 82 Church Road Listed Grade II - 18<sup>th</sup> century

### Historic Environment Records (other than designated)

#### Within site

- 4139 - Brick and Tilemaking Site - 19<sup>th</sup> century
- 4138 - Malt Kiln - 19<sup>th</sup> century

#### Within vicinity of the site

- 4265 – NER North Shore Branch Railway - 19<sup>th</sup> century
- 4244 - Saw Mill - 19<sup>th</sup> century

### **Past Disturbance**

The site currently comprises a residential estate. It is likely that there has been significant ground disturbance on the site.

### **Archaeological Potential**

Given the relatively limited number of Historic Environment Records within the site and the scale of the previous disturbance, it is considered that there is unlikely to be any significant archaeological impact from the future development of the site for housing.

### **Site Sensitivity to Change**

#### Archaeology

Development of this site is unlikely to have a significant archaeological impact.

#### Historic Landscape Character

It is not anticipated that residential development would significantly harm the historic landscape of the area as the proposed allocation is for the redevelopment of the area for the same use.

### **Impact on Designated Heritage Assets**

The site is within close proximity to Stockton Town Centre Conservation Area and there are listed buildings within the vicinity. Development has the potential to impact on the significance of these designated heritage assets.

### **Implications for Wider Area**

Whilst the allocation covers a relatively large area, it is not considered that there will be any implications for the wider area from the allocation of this site.

### **Planning Recommendations for Allocation**

#### Policy Recommendations

No policy recommendations are considered necessary. Impact on the adjacent conservation area will be considered at application stage in accordance with adopted policy.

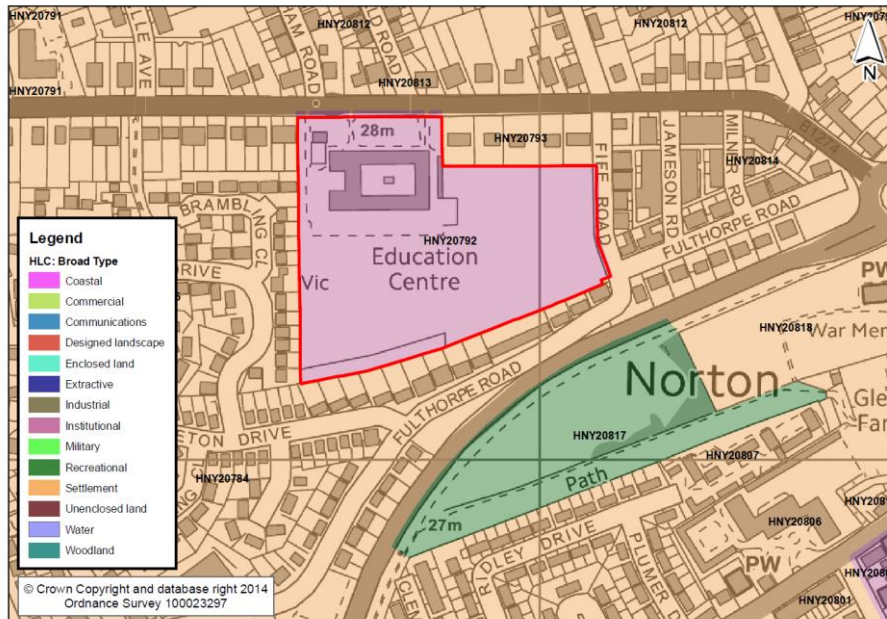
## Application Recommendations

Given the low archaeological potential of the site no recommendations are identified.

Applications will be accompanied by a heritage impact assessment to fully consider the potential impact of development on heritage assets.

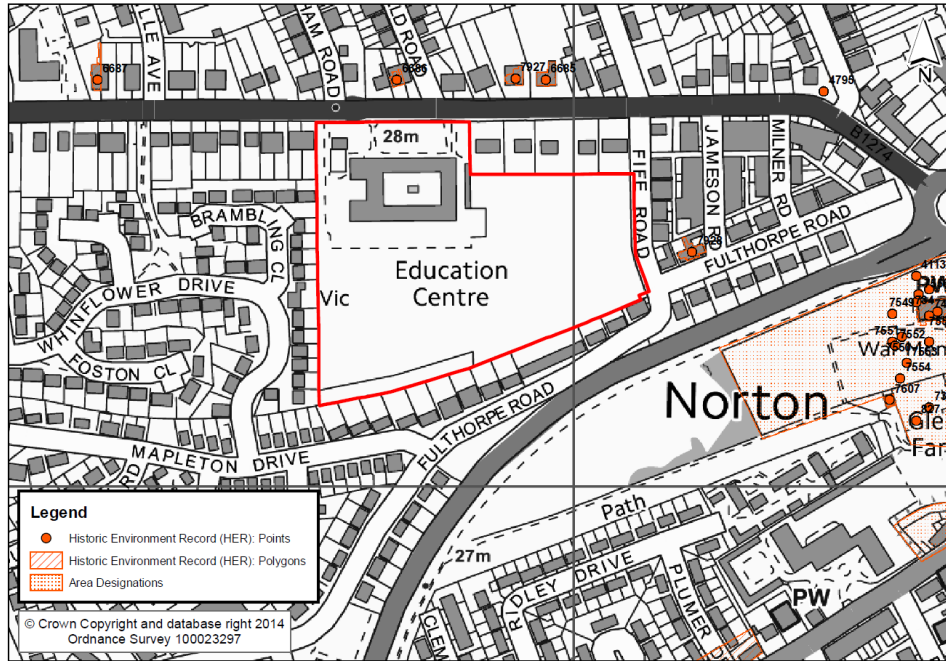
## 2.10 South of Junction Road

### Historic Landscape Characterisation



The allocation is identified as being institutional (HNY20792) and having fragmentary legibility. The HLC summary identifies that *'This character area consists of a school and its associated playing fields dating between the mid 1920s to mid 1930s. The centre is set out around a central courtyard with pond. It is mainly single storey with flat roofs and glazed elevations.'* The character area is surrounded by settlement, with dwellings of various ages and styles.

### Historic Environment Record



### Designated Heritage Assets within Allocation

There are no designated Heritage Assets within the site

### Designated Heritage Assets within Vicinity of Allocation

- Norton Conservation Area

### Historic Environment Records (other than designated)

There are no Historic Environment Records within the site.

Within vicinity of the site

- 6685- 24 Junction Road Local List- 19th Century
- 6686- 38 Junction Road Local List- 19th Century
- 6687- 66/68 Junction Road Local List- 19th Century
- 7927- 26 Junction Road Local List- 20th Century
- 7928- 18-20 Fulthorpe Road Local List- 20th Century

### **Past Disturbance**

The site is currently used as an educational training facility with various existing buildings, hard standing and playing fields. Past disturbance will have occurred on the areas of built development. However, the playing fields appear from historic mapping as not having been developed, although landscaping may have taken place. It is likely that any previous archaeological deposits on the playing fields would be limited.

### **Archaeological Potential**

No previous archaeological work has been undertaken on the site. Owing to this the site should be considered to have archaeological potential.

## **Site Sensitivity to Change**

### Archaeology

The site allocation has potential for unrecorded archaeological remains and development of the site could lead to the destruction of archaeological deposits. However, it is considered reasonable to conclude that the allocation of the site for housing development will not be prevented by this potential, providing adequate consideration of this issues is given during any planning application process.

### Historic Landscape Character

Any development will change the historic landscape character of this area that is presently identified as institutional.

## **Impact on Heritage Assets**

The proposal is located within close proximity to properties on the local list and adjacent to an emerging character area designation on Junction Road. It is considered that the sympathetic design of development would ensure that there will be no adverse impacts on heritage assets.

## **Implications for the Wider Area**

The allocation covers a relatively small area and it is not considered that there will be any implications for the wider area from the allocation of this site.

## **Planning Recommendations for Allocation**

### Policy Recommendations

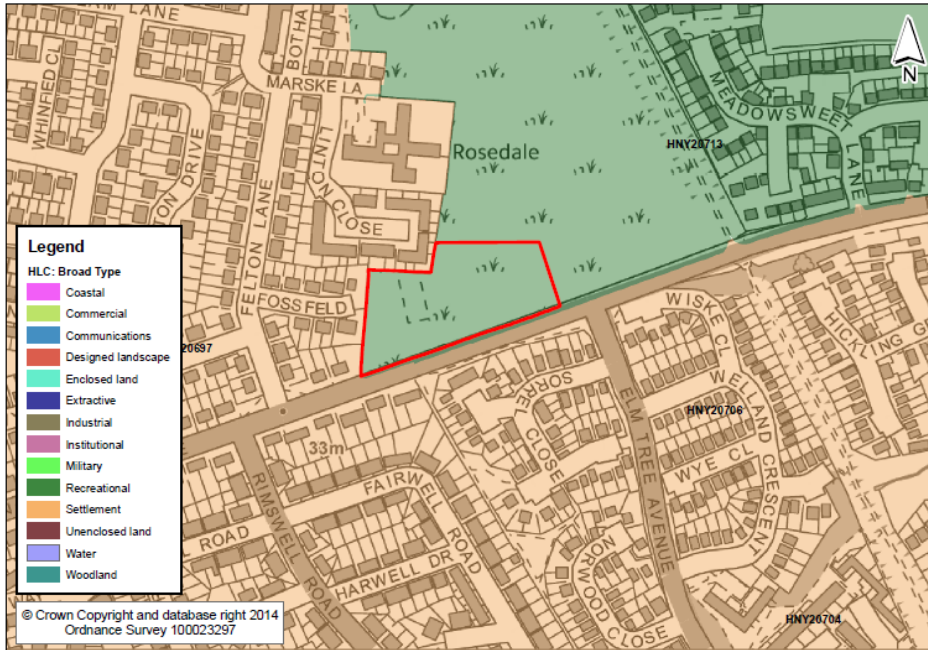
No policy recommendations are considered necessary. Impact on heritage assets adjacent to the site will be considered at application stage in accordance with adopted policy.

### Application Recommendations

An archaeological desk-based assessment and walkover survey should be undertaken and a report detailing the results submitted with any planning application to develop this site. The desk-based assessment should include an assessment of the potential impact of the proposed development upon Heritage Assets within and adjacent to the site. Further archaeological evaluative fieldwork may be necessary prior to the determination of the application to assess the archaeological potential of the site. The archaeological assessment will inform the development of a strategy, if appropriate, to mitigate the potential archaeological impact of the proposed development; this strategy may include designing the development to avoid impacting archaeological deposits worthy of conservation.

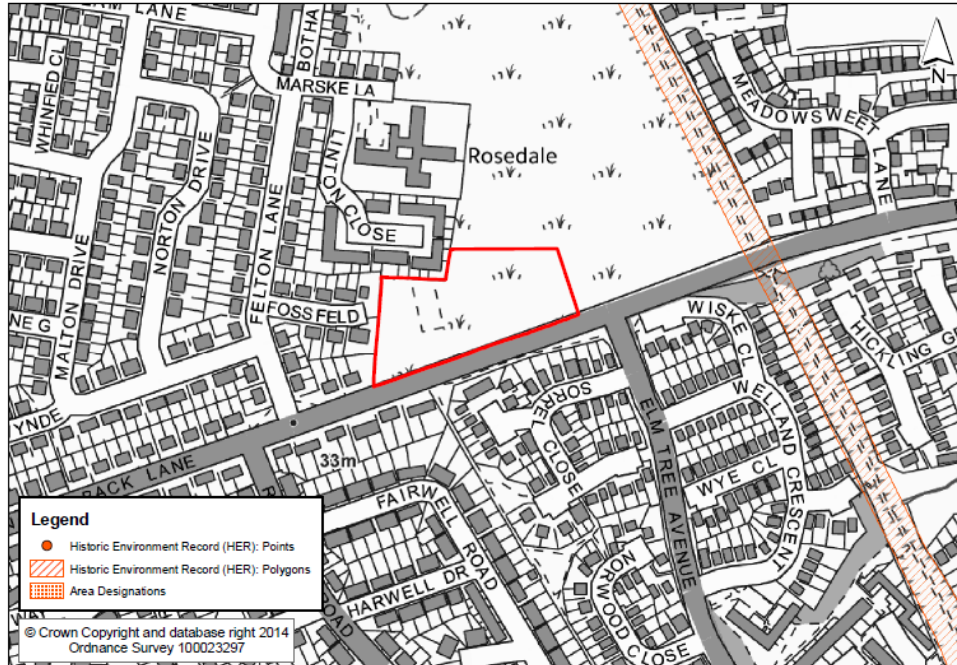
## **2.11 Darlington Back Lane**

### **Historic Landscape Characterisation**



The HLC identifies the site as being recreational (HNY20713) and having fragmentary legibility. Settlement is located to the north, west and south of the site (HNY20697 & HNY20706) and is typified by semi-detached and detached dwellings dating from the 1960s onwards.

### Historic Environment Record



### Designated Heritage Assets within Allocation

There are no designated Heritage Assets within the site

### Designated Heritage Assets within Vicinity of Allocation

There are no designated Heritage Assets within the vicinity of the site

#### Historic Environment Records (other than designated)

There are no Historic Environment Records within the site.

Within vicinity of the site

- 4216- Castle Eden Branch Railway- 19<sup>th</sup> Century

#### **Past Disturbance**

The site appears from historic mapping not to have been developed, although landscaping may have taken place. The site is greenfield being used as sports pitches/amenity open space. It is likely that any previous damage to archaeological deposits in these areas would be limited.

#### **Archaeological Potential**

No previous archaeological work has been undertaken on the site. Owing to this the site should be considered to have archaeological potential.

#### **Site Sensitivity to Change**

##### Archaeology

The site allocation has potential for unrecorded archaeological remains and development of the site could lead to the destruction of archaeological deposits. However, it is considered reasonable to conclude that the allocation of the site for housing development will not be prevented by this potential, providing adequate consideration of this issues is given during any planning application process.

##### Historic Landscape Character

Any development will change the historic landscape character of this area that is presently identified as recreational.

#### **Impact on Heritage Assets**

No impacts on known heritage assets have been identified.

#### **Implications for the Wider Area**

The allocation covers a relatively small area and it is not considered that there will be any implications for the wider area from the allocation of this site.

#### **Planning Recommendations for Allocation**

##### Policy Recommendations

No policy recommendations are considered necessary.

##### Application Recommendations

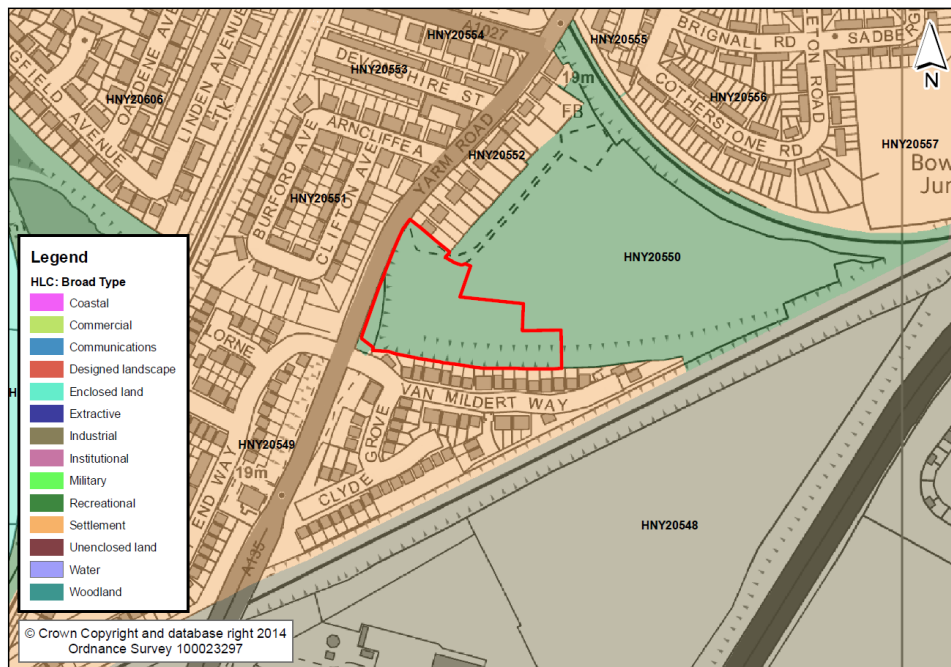
An archaeological desk-based assessment and walkover survey should be undertaken and a report detailing the results submitted with any planning application



to develop this site. The desk-based assessment should include an assessment of the potential impact of the proposed development upon Heritage Assets within and adjacent to the site. Further archaeological evaluative fieldwork may be necessary prior to the determination of the application to assess the archaeological potential of the site. The archaeological assessment will inform the development of a strategy, if appropriate, to mitigate the potential archaeological impact of the proposed development; this strategy may include designing the development to avoid impacting archaeological deposits worthy of conservation.

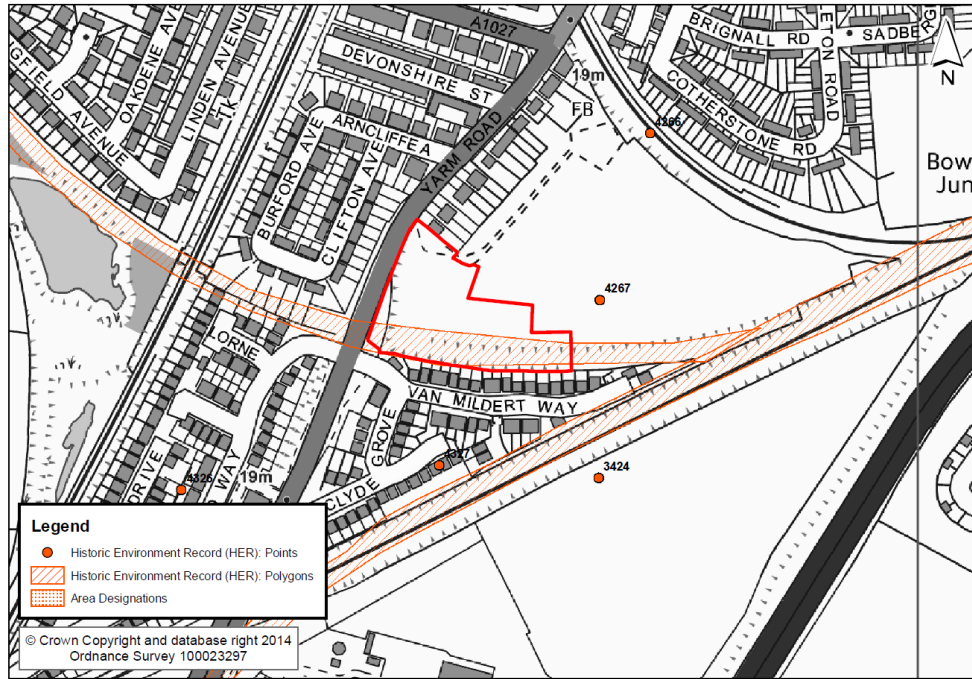
## 2.12 Yarm Road

### Historic Landscape Characterisation



The HLC identifies the site as being recreational (HNY20550) and having invisible legibility. The character area is surrounded by settlement, with dwellings of various ages and styles.

### Historic Environment Record



### Designated Heritage Assets within Allocation

There are no designated Heritage Assets within the site

### Designated Heritage Assets within Vicinity of Allocation

There are no designated Heritage Assets within the vicinity of the site

### Historic Environment Records (other than designated)

Within site

- 4216- Castle Eden Branch Railway- 19<sup>th</sup> Century

Within vicinity of the site

- 4267- Hartburn Curve- Brick & tilemaking site- 19<sup>th</sup> Century
- 4266- Hartburn Curve- Railway Junction- 19<sup>th</sup> Century
- 3556- Stockton and Darlington Railway 1825- 19<sup>th</sup> Century
- 4327- Eaglescliffe- Brick & tilemaking site- 19<sup>th</sup> Century
- 3424- Mount Pleasant- Brickearth pit- 20<sup>th</sup> Century
- 4326- Eaglescliffe Iron Works- 19<sup>th</sup> Century

### **Past Disturbance**

The site has had various manufacturing uses with the southern section of the site being the route of a railway and clay pits being evident on historic base maps (1897-99). It is understood that a high level of past disturbance has previously occurred with site being filled ground and the western half of the site currently being car park hard standing.

### **Archaeological Potential**

No previous archaeological work has been undertaken on the site. However the area of the development is a former clay quarry for the former Brick & Tilemaking site (HER 4267) meaning that the archaeological potential is very low.

### **Site Sensitivity to Change**

#### Archaeology

The site contains a short section of embankment representing the remains of the Castel Eden Branch Railway (HER 4216). This railway opened in 1877, i.e. fairly late in the process of railway development in the area. Although it would be desirable to maintain the embankment as a historic feature it would not form a constraint to development if this were not possible.

#### Historic Landscape Character

Any development will change the historic landscape character of this area that is presently identified as recreational.

### **Impact on Heritage Assets**

No impacts on known heritage assets have been identified.

### **Implications for the Wider Area**

The allocation covers a relatively small area and it is not considered that there will be any implications for the wider area from the allocation of this site.

### **Planning Recommendations for Allocation**

#### Policy Recommendations

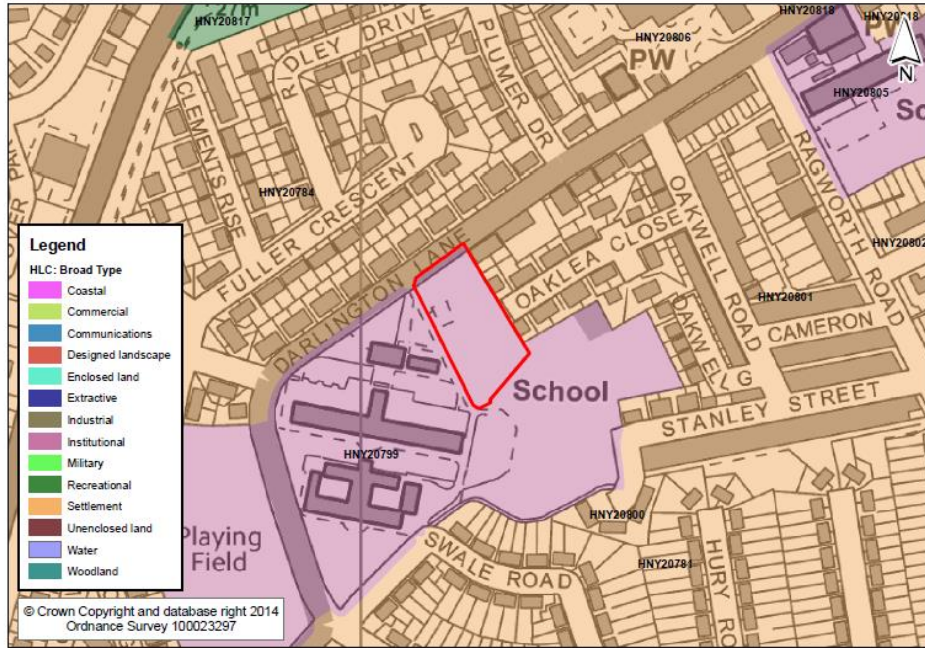
No policy recommendations are considered necessary.

#### Application Recommendations

The level of survival of the railway embankment should be assessed and its significance stated in any planning submission. Where it is not possible to preserve the embankment then archaeological recording would be desirable.

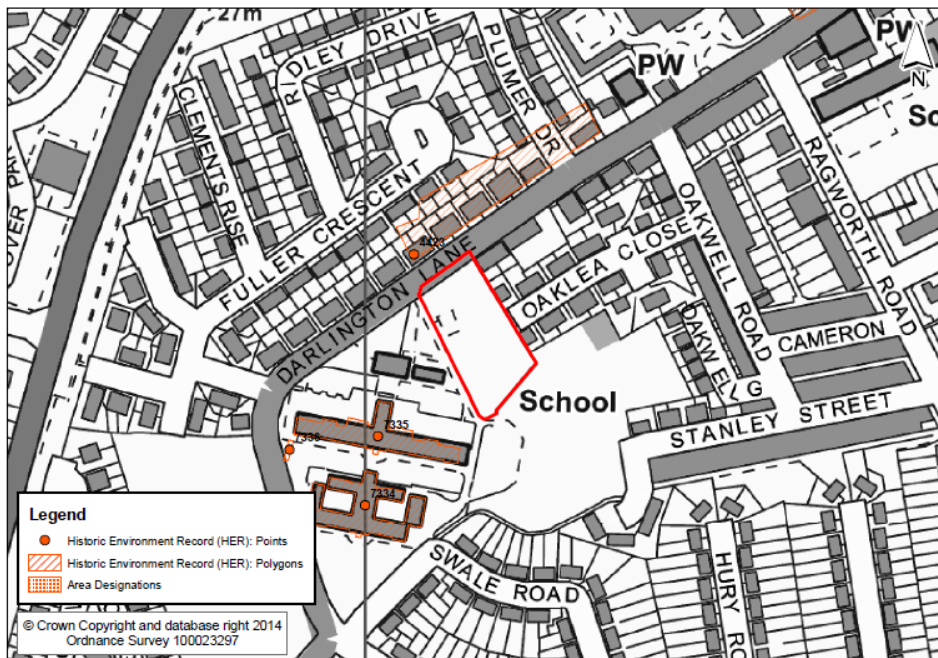
## **2.13 Abbey Hill**

### **Historic Landscape Characterisation**



The HLC identifies the site as being institutional (HNY20799) and having fragmentary legibility. The HLC summary states *'The school dates to the early part of the second quarter of the 20<sup>th</sup> century, being present on Ordnance Survey mapping of 1938'*. To the north and east of the site is settlement with modern dwellings dating from 1960s and 1970s.

### Historic Environment Record



### Designated Heritage Assets within Allocation

There are no designated Heritage Assets within the site

### Designated Heritage Assets within Vicinity of Allocation

There are no designated Heritage Assets within the vicinity of the site

#### Historic Environment Records (other than designated)

There are no Historic Environment Records within the site.

Within vicinity of the site

- 4423- Norton Sand Pit- 19<sup>th</sup> Century
- 7334- Fredderick Natrass School- 20<sup>th</sup> Century
- 7335- Fredderick Natrass School- 20<sup>th</sup> Century
- 7336- Air Raid Shelter- WWII

#### **Past Disturbance**

The site appears to have previously been within the curtilage of 47 Darlington Lane and historic maps (1897-99) identify that this site housed outbuildings associated with this residence. The site is a mixture of hard standing and former playing field land.

#### **Archaeological Potential**

No previous archaeological work has been undertaken on the site. Owing to this the site should be considered to have archaeological potential.

#### **Site Sensitivity to Change**

##### Archaeology

The site allocation has potential for unrecorded archaeological remains and development of the site could lead to the destruction of archaeological deposits. However, it is considered reasonable to conclude that the allocation of the site for housing development will not be prevented by this potential, providing adequate consideration of this issues is given during any planning application process.

##### Historic Landscape Character

Any development will change the historic landscape character of this area that is presently identified as institutional.

#### **Impact on Heritage Assets**

No impacts on known heritage assets have been identified.

#### **Implications for the Wider Area**

The allocation covers a relatively small area and it is not considered that there will be any implications for the wider area from the allocation of this site.

#### **Planning Recommendations for Allocation**

##### Policy Recommendations

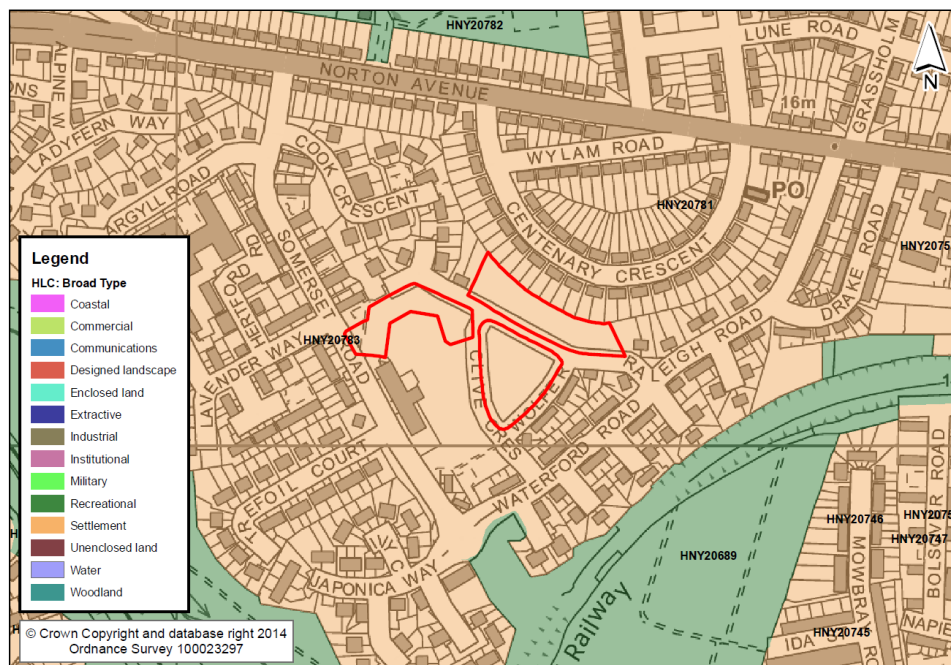
No policy recommendations are considered necessary.

## Application Recommendations

An archaeological desk-based assessment and walkover survey should be undertaken and a report detailing the results submitted with any planning application to develop this site. The desk-based assessment should include an assessment of the potential impact of the proposed development upon Heritage Assets within and adjacent to the site. Further archaeological evaluative fieldwork may be necessary prior to the determination of the application to assess the archaeological potential of the site. The archaeological assessment will inform the development of a strategy, if appropriate, to mitigate the potential archaeological impact of the proposed development; this strategy may include designing the development to avoid impacting archaeological deposits worthy of conservation.

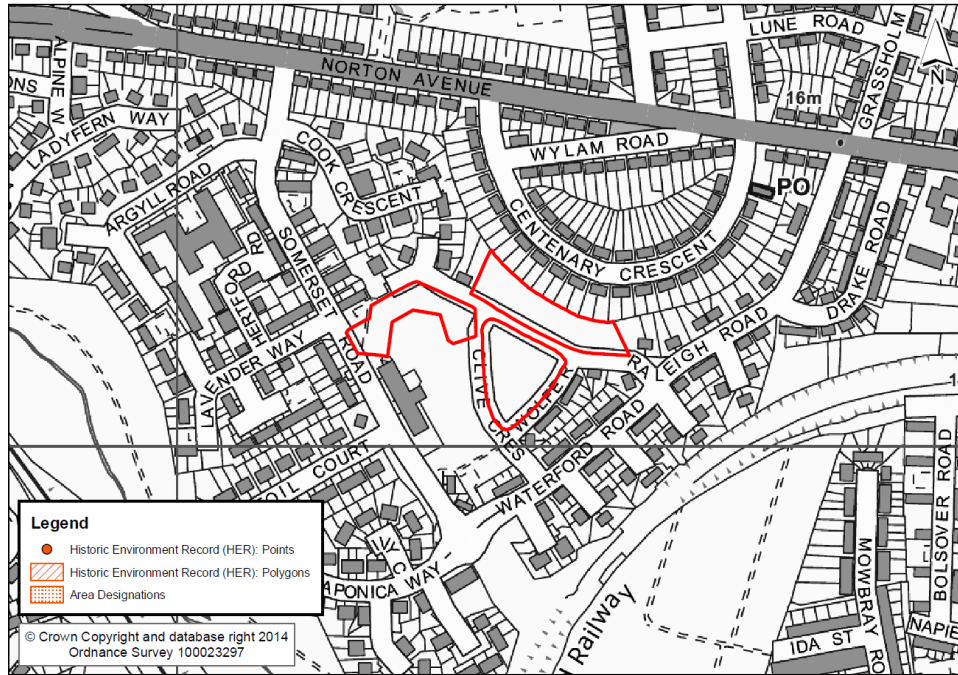
## 2.14 Somerset Road

### Historic Landscape Characterisation



The site is located within an area of settlement split between two HLC units (HNY20781 & HNY20783); both are identified as having invisible legibility. 1920s or early 1930s planned estate that has been part cleared and modern housing developed in the 1980s or 1990s.

### Historic Environment Record



Designated Heritage Assets within Allocation

There are no designated Heritage Assets within the site

Designated Heritage Assets within Vicinity of Allocation

There are no designated Heritage Assets within the vicinity of the site

Historic Environment Records (other than designated)

There are no Historic Environment Records within the site.

There are no Historic Environment Records within the vicinity of the site

**Past Disturbance**

The site currently predominantly comprises cleared residential development. It is likely that there has been significant ground disturbance on the site.

**Archaeological Potential**

Given the limited number of Historic Environment Records within the site and the scale of the previous disturbance, it is considered that there is unlikely to be any significant archaeological impact from the future development of the site for housing.

**Site Sensitivity to change:**

Archaeology

Development of this site is unlikely to have a significant archaeological impact.

Historic Landscape Character

It is not anticipated that residential development would significantly harm the historic landscape of the area.

### Impact on Heritage Assets

No impacts on heritage assets have been identified

### Implications for the Wider Area

The allocation covers a relatively small area and it is not considered that there will be any implications for the wider area from the allocation of this site.

### Planning Recommendations for allocation

#### Policy Recommendations

No policy recommendations are considered necessary.

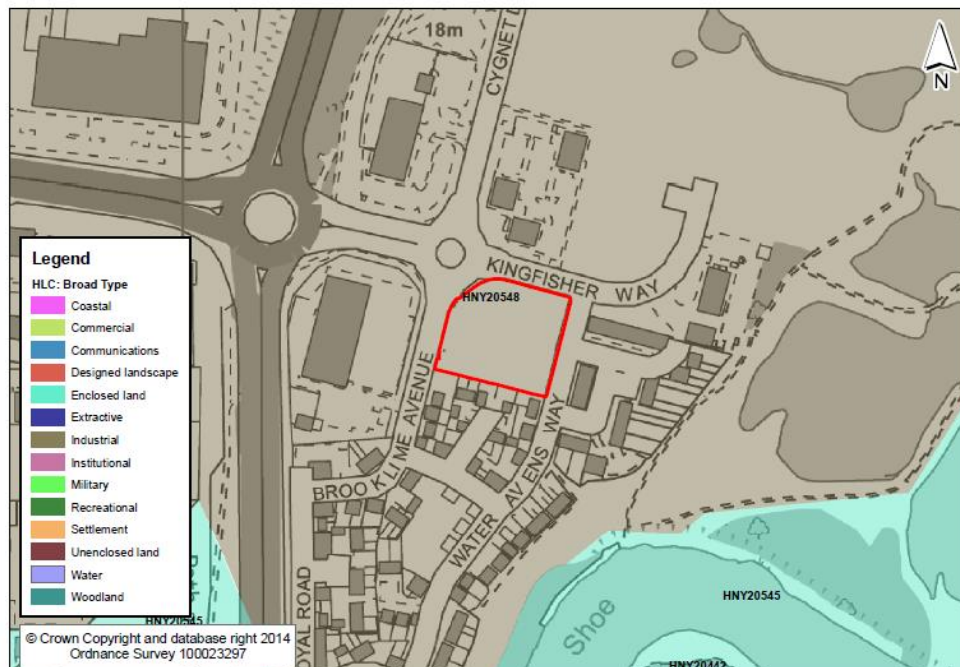
#### Application Recommendations

Given the low archaeological potential of the site no recommendations are identified.

Applications will be accompanied by a heritage impact assessment to fully consider the potential impact of development on heritage assets.

## 2.15 South of Kingfisher Way, Bowesfield

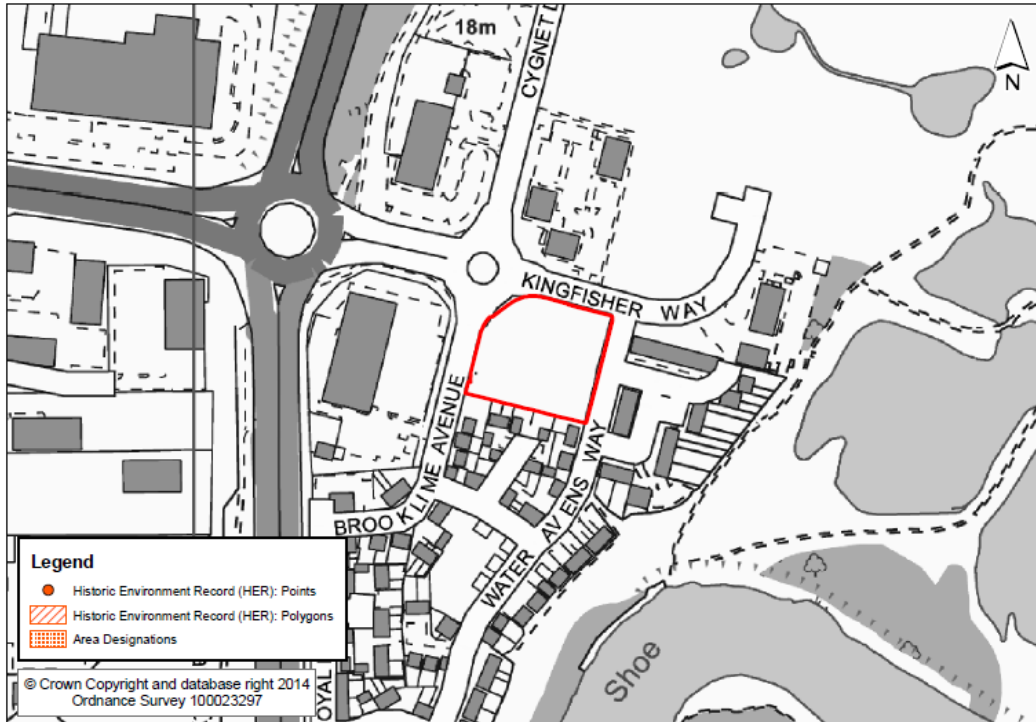
### Historic Landscape Characterisation



The site is identified as industrial (HNY20548) and having invisible legibility. However, residential development has been built to the south of the site.

### Historic Environment Record





Designated Heritage Assets within Allocation

There are no designated Heritage Assets within the site

Designated Heritage Assets within Vicinity of Allocation

There are no designated Heritage Assets within the vicinity of the site

Historic Environment Records (other than designated)

There are no Historic Environment Records within the site.

There are no Historic Environment Records within the vicinity of the site

**Past Disturbance**

The site has been the subject to a remediation scheme.

**Archaeological Potential**

Given the previous disturbance on the site, it is considered that it is unlikely that the development of the site for housing will result in any archaeological impact.

**Site Sensitivity to Change**

Archaeological

Development of this site is unlikely to have a significant archaeological impact.

Historic Landscape Character

Development of the site for housing will see a change from its identified industrial character.

### Impact on Heritage Assets

No impacts on known heritage assets have been identified.

### Implications for the Wider Area

The allocation covers a relatively small area and, given surrounded uses, it is not considered that there will be any implications for the wider area from the allocation of this site.

### Planning Recommendations for Allocation

#### Policy Recommendations

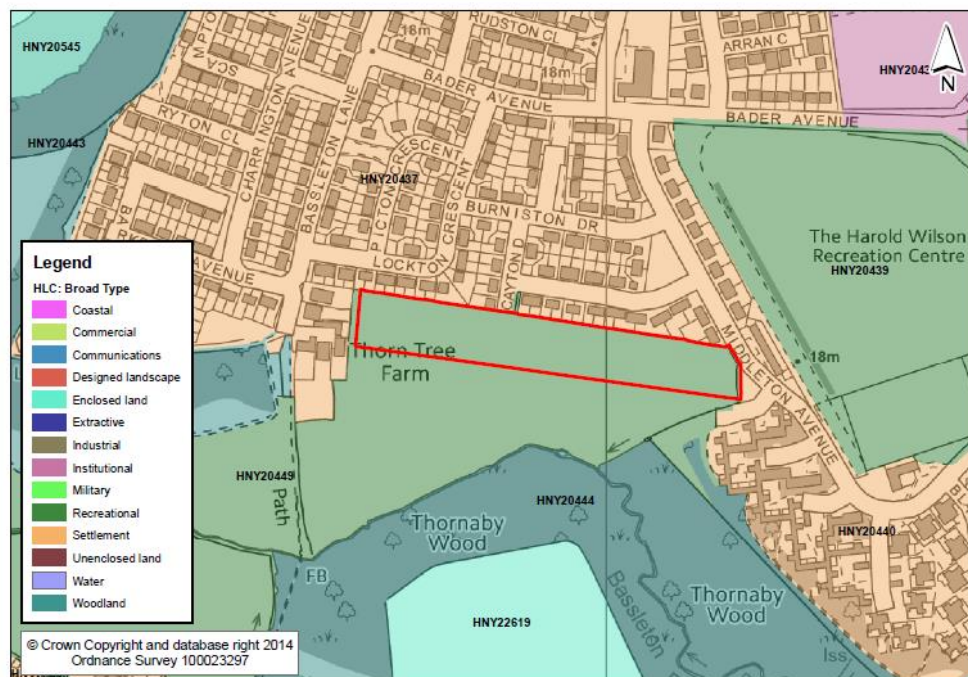
No policy recommendations are considered necessary.

#### Application Recommendations

Given the low archaeological potential of the site no recommendations are identified.

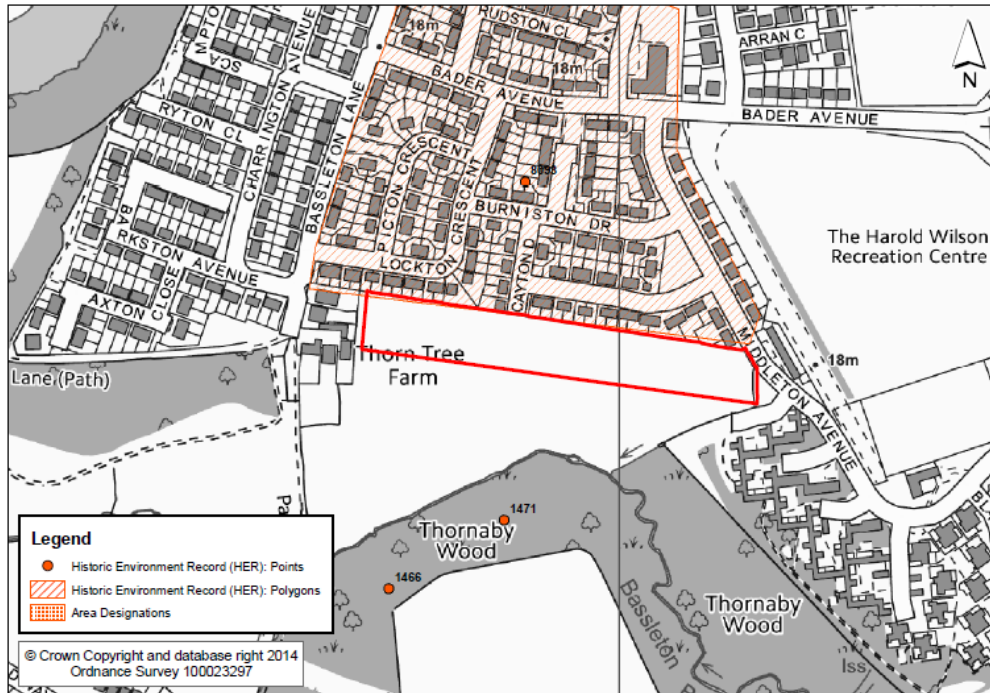
## 2.16 Cayton Drive

### Historic Landscape Characterisation



The site is identified as being recreational (HNY20449) and having significant legibility. The site is located to the south of an area of settlement (HNY20437) which principally consists of semi-detached housing built in the early 1970s.

### Historic Environment Record



### Designated Heritage Assets within Allocation

There are no designated Heritage Assets within the site

### Designated Heritage Assets within Vicinity of Allocation

There are no designated Heritage Assets within the vicinity of the site

### Historic Environment Records (other than designated)

There are no Historic Environment Records within the site.

Within vicinity of the site

- 8093- Bassleton Wood, Anti-aircraft battery- WWII
- 1471- Thornaby Wood, Medieval
- 1466- Thornaby Wood, Medieval

### **Past Disturbance**

The site appears from historic mapping not to have been developed, although landscaping may have taken place. The site is greenfield being enclosed amenity space. It is likely that any previous damage to archaeological deposits in these areas would be limited.

### **Archaeological Potential**

No previous archaeological work has been undertaken on the site. Owing to this the site should be considered to have archaeological potential.

### **Site Sensitivity to Change**

#### Archaeology

The site allocation has potential for unrecorded archaeological remains and development of the site could lead to the destruction of archaeological deposits. However, it is considered reasonable to conclude that the allocation of the site for housing development will not be prevented by this potential, providing adequate consideration of this issues is given during any planning application process.

#### Historic Landscape Character

Any development will change the historic landscape character of this area that is presently identified as recreational.

#### **Impact on Heritage Assets**

No impacts on known heritage assets have been identified.

#### **Implications for the Wider Area**

The allocation covers a relatively small area and it is not considered that there will be any implications for the wider area from the allocation of this site.

#### **Planning Recommendations for Allocation**

##### Policy Recommendations

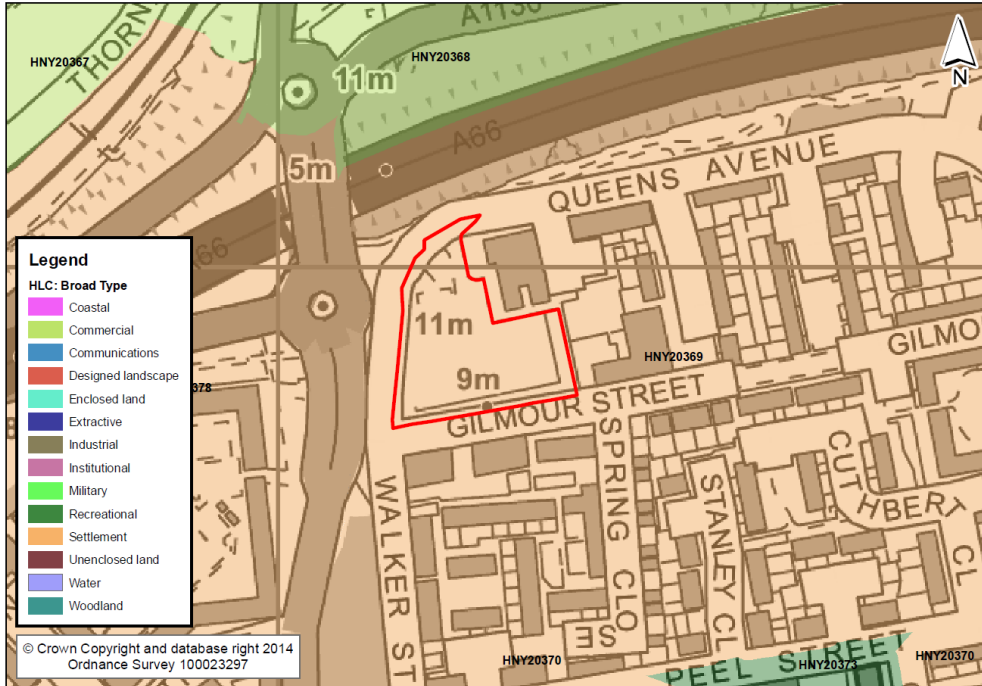
No policy recommendations are considered necessary.

##### Application Recommendations

An archaeological desk-based assessment and walkover survey should be undertaken and a report detailing the results submitted with any planning application to develop this site. The desk-based assessment should include an assessment of the potential impact of the proposed development upon Heritage Assets within and adjacent to the site. Further archaeological evaluative fieldwork may be necessary prior to the determination of the application to assess the archaeological potential of the site. The archaeological assessment will inform the development of a strategy, if appropriate, to mitigate the potential archaeological impact of the proposed development; this strategy may include designing the development to avoid impacting archaeological deposits worthy of conservation.

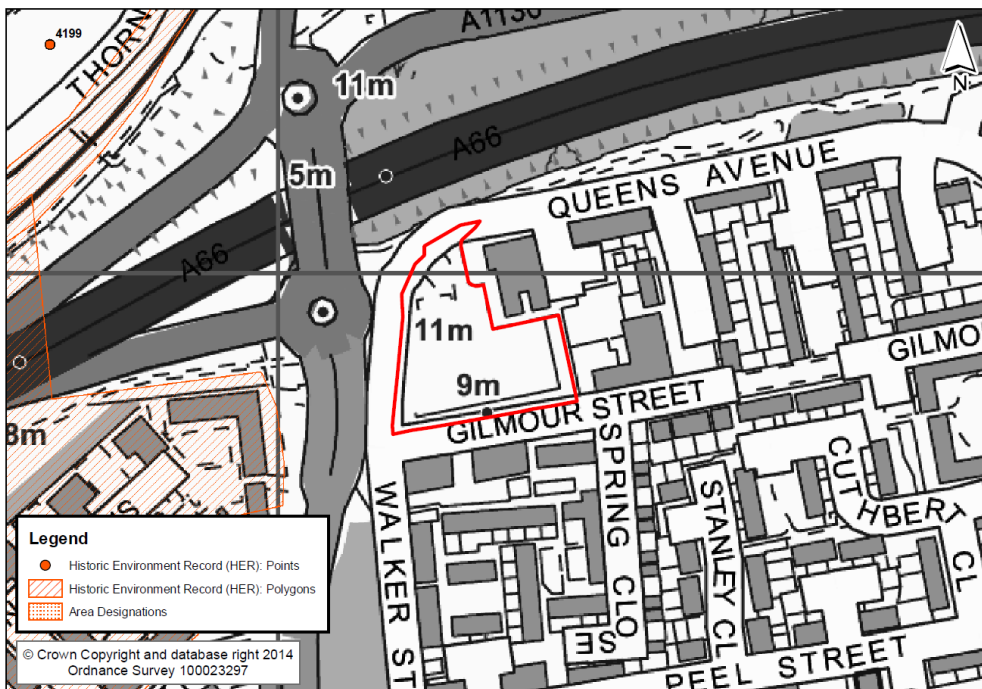
## **2.17 Queens Avenue**

### **Historic Landscape Characterisation**



The site is identified as being settlement (HNY20369) and having fragmentary legibility. Historically an area of terraced streets which has been partly cleared and replaced with social housing in the 1970s.

**Historic Environment Record**



Designated Heritage Assets within Allocation

There are no designated Heritage Assets within the site

Designated Heritage Assets within Vicinity of Allocation

There are no designated Heritage Assets within the vicinity of the site

#### Historic Environment Records (other than designated)

There are no Historic Environment Records within the site.

Within vicinity of the site

- 4293- South Stockton Iron Working Site- 19<sup>th</sup> Century
- 3882- Middlesbrough Branch Railway- 19<sup>th</sup> Century
- 4199- Tees Bottle Works- 19<sup>th</sup> Century

#### **Past Disturbance**

The site is presently hard standing which provides a large area of car parking associated with the adjacent Club. The site was formerly terraced houses which have been cleared. It is likely that there has been significant ground disturbance on the site.

#### **Archaeological Potential**

Given the limited number of Historic Environment Records within the site and the scale of the previous disturbance, it is considered that there is unlikely to be any significant archaeological impact from the future development of the site for housing.

#### **Site Sensitivity to change:**

##### Archaeology

Development of this site is unlikely to have a significant archaeological impact.

##### Historic Landscape Character

It is not anticipated that residential development would significantly harm the historic landscape of the area.

#### **Impact on Heritage Assets**

No impacts on heritage assets have been identified

#### **Implications for the Wider Area**

The allocation covers a relatively small area and it is not considered that there will be any implications for the wider area from the allocation of this site.

#### **Planning Recommendations for allocation**

##### Policy Recommendations

No policy recommendations are considered necessary.

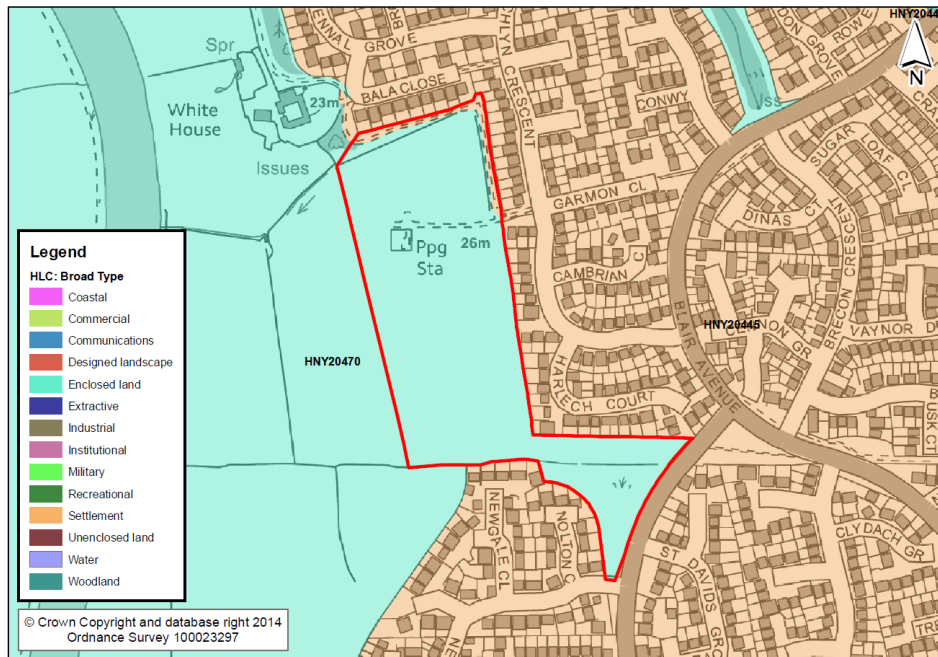
##### Application Recommendations

Given the low archaeological potential of the site no recommendations are identified.

Applications will be accompanied by a heritage impact assessment to fully consider the potential impact of development on heritage assets.

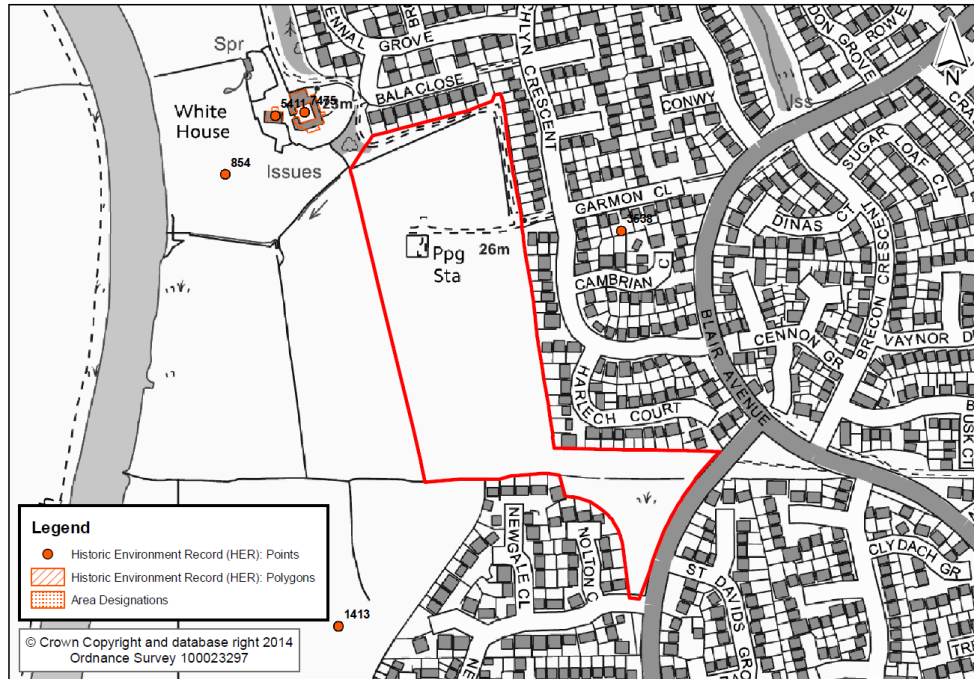
## 2.18 Roundhill Avenue

### Historic Landscape Characterisation



The site is identified as enclosed land (HNY20470) and having significant legibility. Piecemeal enclosure typified by relatively straight internal boundaries between fields. The site is immediately adjacent to and area of settlement (HNY20445) which is the modern planned estate of Ingleby Barwick.

### Historic Environment Record



### Designated Heritage Assets within Allocation

There are no designated Heritage Assets within the site

### Designated Heritage Assets within Vicinity of Allocation

There are no designated Heritage Assets within the vicinity of the site

### Historic Environment Records (other than designated)

There are no Historic Environment Records within the site.

Within vicinity of the site

- 7475- Outbuildings to Whitehouse Farm- 19<sup>th</sup> Century
- 5411- White House Farm- 18<sup>th</sup> Century
- 854- White House Farm field system- medieval
- 1413- Betty's Close Farm field system- medieval
- 3538- Coin- Roman

### **Past Disturbance**

The site is entirely greenfield and was previously within agricultural use. It is likely that any previous damage to archaeological deposits in these areas would be limited.

### **Archaeological Potential**

No previous archaeological work has been undertaken on the site. Owing to this the site should be considered to have archaeological potential.

### **Site Sensitivity to Change**

#### Archaeology



The site allocation has potential for unrecorded archaeological remains and development of the site could lead to the destruction of archaeological deposits. However, it is considered reasonable to conclude that the allocation of the site for housing development will not be prevented by this potential, providing adequate consideration of this issues is given during any planning application process.

#### Historic Landscape Character

Any development will change the historic landscape character of this area that is presently identified as recreational.

#### **Impact on Heritage Assets**

No impacts on known heritage assets have been identified.

#### **Implications for the Wider Area**

The allocation covers a relatively small area and it is not considered that there will be any implications for the wider area from the allocation of this site.

#### **Planning Recommendations for Allocation**

##### Policy Recommendations

No policy recommendations are considered necessary.

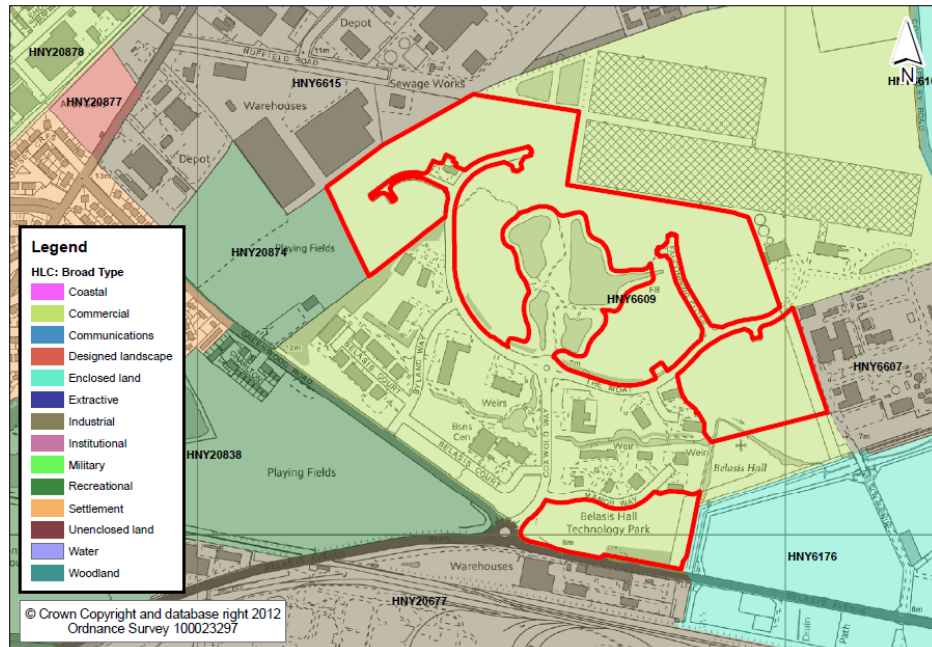
##### Application Recommendations

An archaeological desk-based assessment and walkover survey should be undertaken and a report detailing the results submitted with any planning application to develop this site. The desk-based assessment should include an assessment of the potential impact of the proposed development upon Heritage Assets within and adjacent to the site. Further archaeological evaluative fieldwork may be necessary prior to the determination of the application to assess the archaeological potential of the site. The archaeological assessment will inform the development of a strategy, if appropriate, to mitigate the potential archaeological impact of the proposed development; this strategy may include designing the development to avoid impacting archaeological deposits worthy of conservation.

### 3 Employment Allocations

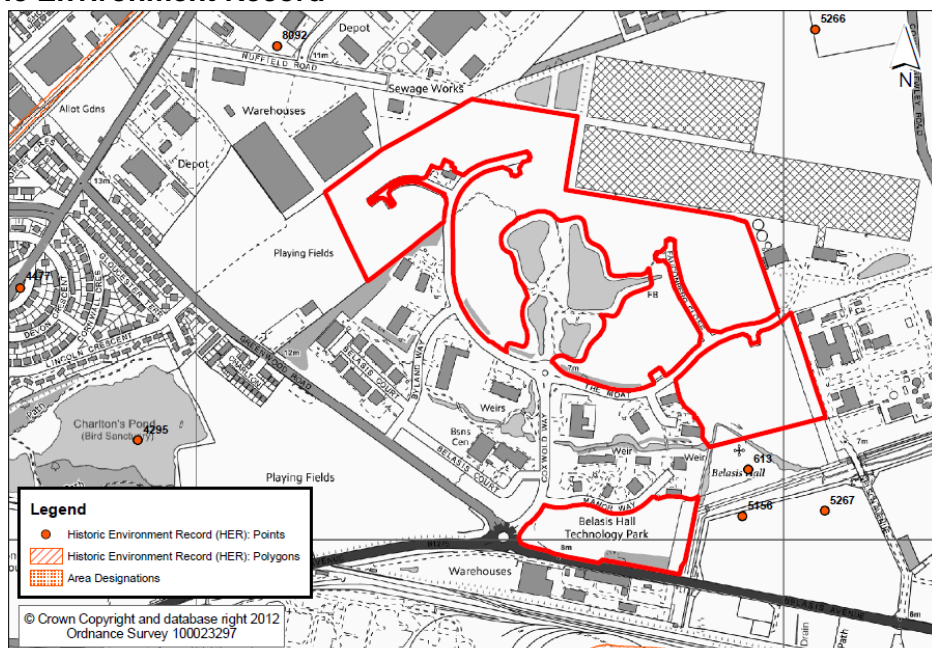
#### 3.1 Belasis Technology Park

##### Historic Landscape Characterisation Summary:



The allocation is within a commercial area (HNY6609). This is Belasis Technology Park which is an active business park with medium sized buildings. It has fragmentary legibility with the northern boundary being made up of surviving original field boundaries.

##### Historic Environment Record



##### Designated Heritage Assets within allocation

There are no designated Heritage Assets within the site

#### Designated Heritage Assets within vicinity of the allocation

There are no designated Heritage Assets within the vicinity of the site

#### Historic Environment Records (other than designated heritage assets)

There are no HER records within the site.

Within vicinity of the site

- 613 – Belasis Hall Manor House – Medieval
- 5156 – Moat – Medieval
- 5267 - Nelson Avenue Air Raid Shelter – World War II

### **Past Disturbance**

While the site is largely greenfield, the main elements of the required road infrastructure have been provided. There will have been some past disturbance through the site.

### **Archaeological Potential**

There are HER records within the vicinity of the site and disturbance has occurred in some areas. Nevertheless, the HER shows that a medieval property was located in close proximity to the site and there are areas of undisturbed greenfield land remaining. It is considered that there is some potential for previously unidentified archaeological remains to be present on the site.

### **Site Sensitivity to change:**

#### Archaeological

Due to the presence of previously undisturbed areas, there is some potential for the development of the site to damage archaeological remains.

#### Historic Landscape Character

The allocation is located within a character area that has been identified as being commercial and that includes an existing similar development immediately adjacent to the allocation. It is, therefore, not considered that the development of the site will lead to any change to the historic landscape of this character area.

### **Implications for the Wider Area**

Due to the character of the surrounding area, the lack of designated heritage assets and the limited number of HER records in the vicinity of the site, it is not considered that there are any significant implications from the development on the wider area.

### **Planning Recommendations for allocation**

#### Policy Recommendations

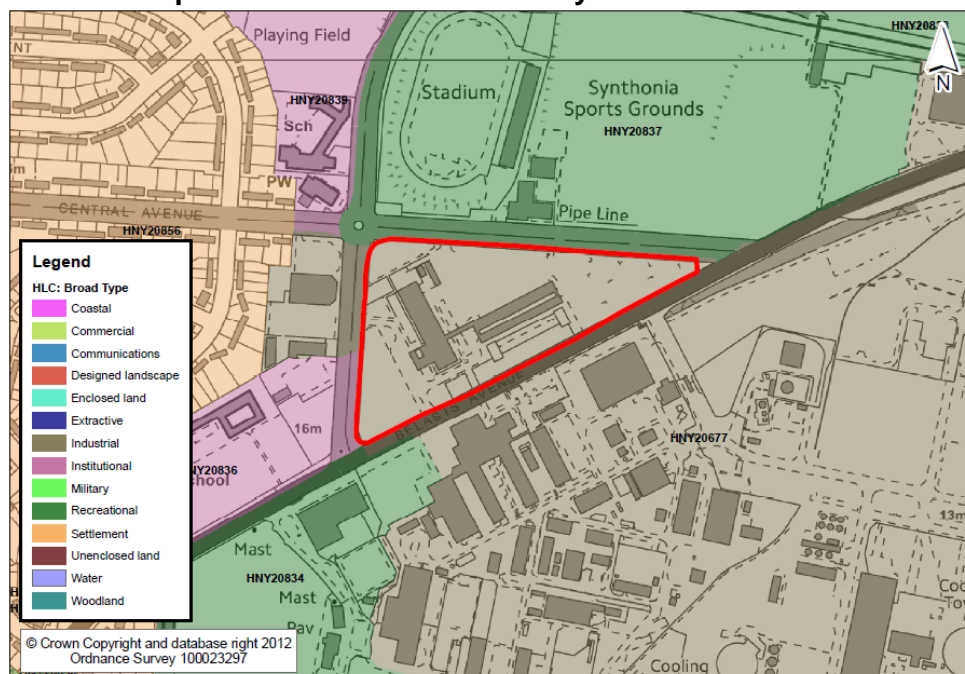
No policy recommendations are considered necessary.

## Application Recommendations

Greenfield elements of the site have an untested archaeological potential. An archaeological desk-based assessment and walkover survey should be undertaken and a report detailing the results submitted with any planning application to develop this site (NPPF para 128). The desk-based assessment should include an assessment of the potential impact of the proposed development upon Heritage Assets within and adjacent to the site. Further archaeological evaluative fieldwork may be necessary prior to the determination of the application to assess the archaeological potential of the site. The archaeological assessment will inform the development of a strategy, if appropriate, to mitigate the potential archaeological impact of the proposed development; this strategy may include designing the development to avoid impacting archaeological deposits worthy of conservation.

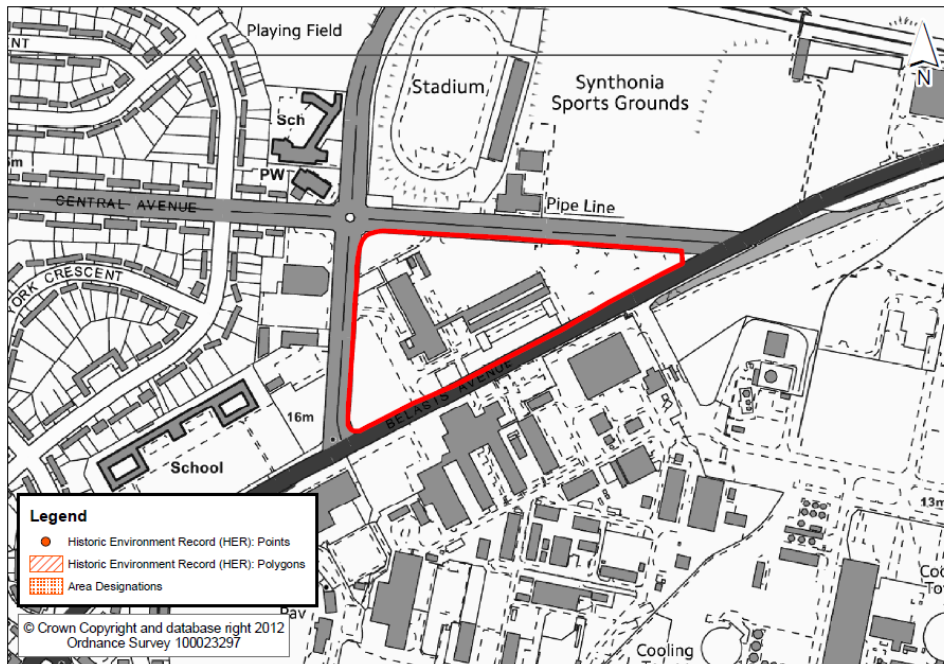
## 3.2 Billingham House

### Historic Landscape Characterisation Summary:



The allocation is identified as industrial (HNY20677) with invisible legibility within the HLC. The HLC summary identifies the area as *'an extensive industrial complex on the north side of the River Tees. The predominant industry is chemical established by I.C.I in the 1920s/30s. The area is dominated by large silos, cooling towers and overground pipework'*.

### Historic Environment Record



Designated Heritage Assets within allocation

There are no designated Heritage Assets within the site

Designated Heritage Assets within vicinity of the allocation

There are no designated Heritage Assets within the vicinity of the site

Historic Environment Records (other than designated heritage assets)

There are no Historic Environment Records within the site or within the vicinity.

**Past Disturbance**

This is the former location of Billingham House and associated car parking and buildings. Prior to this it was the site of a football ground and sports ground with associated club and pavilion buildings shown on the 5<sup>th</sup> edition Ordnance Survey map (1950s). It is a brownfield location and it is considered that there has been substantial past disturbance.

**Archaeological Potential**

Given the brownfield nature of the site and the lack of HER records, the development of the allocation is unlikely to result in substantial harm to any archaeological remains.

**Site Sensitivity to change:**

Archaeology

Development of this site is unlikely to have a significant archaeological impact.

Historic Landscape Character

The existing character of the site has been identified as being Industrial. It is unlikely that the development of this allocation will have any significant impact upon this character area.

### Potential Implications for the Wider Area

Due to the location of the allocation, no implications have been identified for the wider area.

### Planning Recommendations for allocation

#### Policy Recommendations

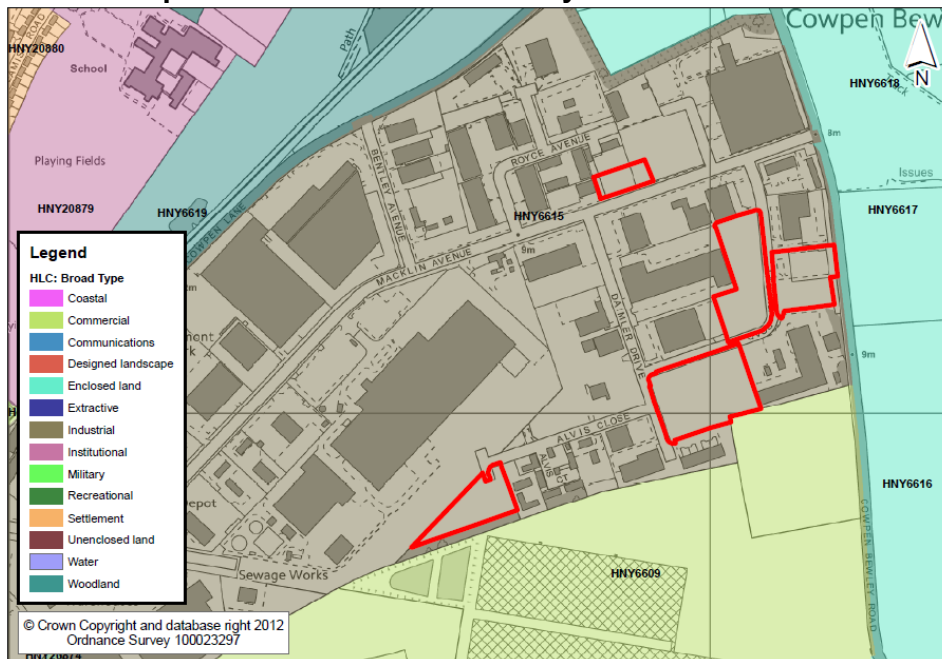
No policy recommendations are considered necessary.

#### Application Recommendations

No recommendations.

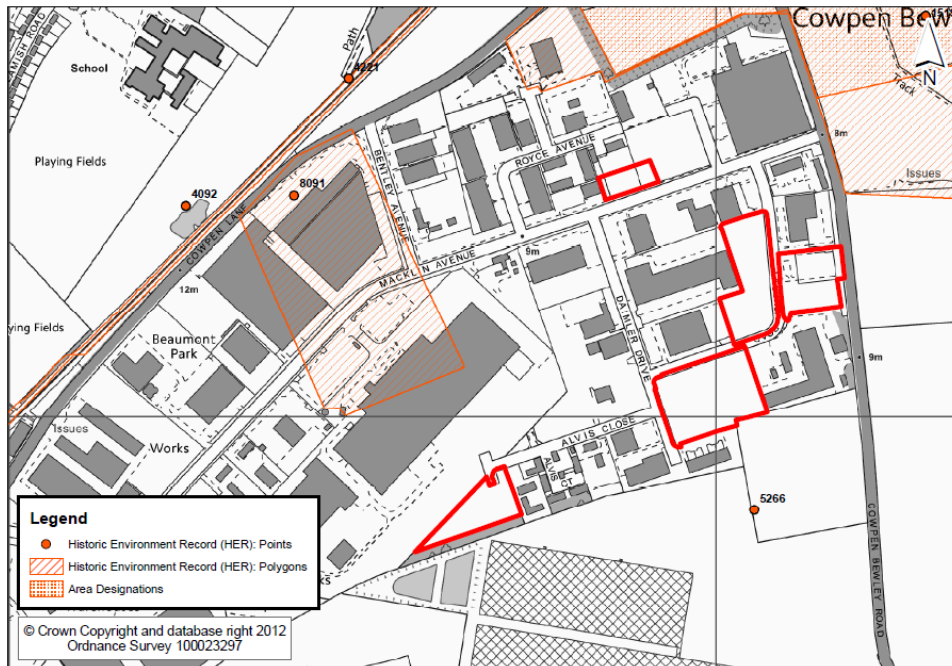
## 3.3 Cowpen Lane Industrial Estate

### Historic Landscape Characterisation Summary:



The allocation is identified as being industrial (HNY6615) and having fragmentary legibility within the HLC. The HLC summary identifies that *'This is an active mixed commercial/ industrial estate at Cowpen Bewley with large buildings. It has fragmentary legibility with the external boundary being made up of previous field boundaries. The estate has been established since the 4th edition of 1950'*.

### Historic Environment Record



Designated Heritage Assets within allocation

There are no designated Heritage Assets within the site

Designated Heritage Assets within vicinity of the allocation

There are no designated Heritage Assets within the vicinity of the site

Historic Environment Records (other than designated heritage assets)

There are no HER records within the site.

Within vicinity of the site

- 1519 - Field System- Medieval
- 5266 - Pill Box- World War II
- 8091 – Anti aircraft battery – World War II

**Past Disturbance**

The sites are undeveloped land within an existing industrial estate. Previous damage to archaeological deposits in these areas could have occurred during development within the estate including road infrastructure. Parts of the allocation have previously been developed and there are existing areas of hardstanding.

**Archaeological Potential**

Given the relatively limited number of Historic Environment Records in the vicinity of the site and the scale of the previous disturbance in the wider estate, it is considered that there is unlikely to be any significant archaeological impact from the future development of the site for employment purposes.

**Site Sensitivity to change:**

Archaeology

Development of this site is unlikely to have a significant archaeological impact.

### Historic Landscape Character

Development of the site for employment will be inline with the industrial historic landscape character.

### **Implications for the Wider Area**

The allocation is close to Cowpen Bewley conservation area. However, given the location of the allocations within the existing development at Cowpen Lane Industrial Estate there are no implications identified for the wider area.

### **Planning Recommendations for allocation**

#### Policy Recommendations

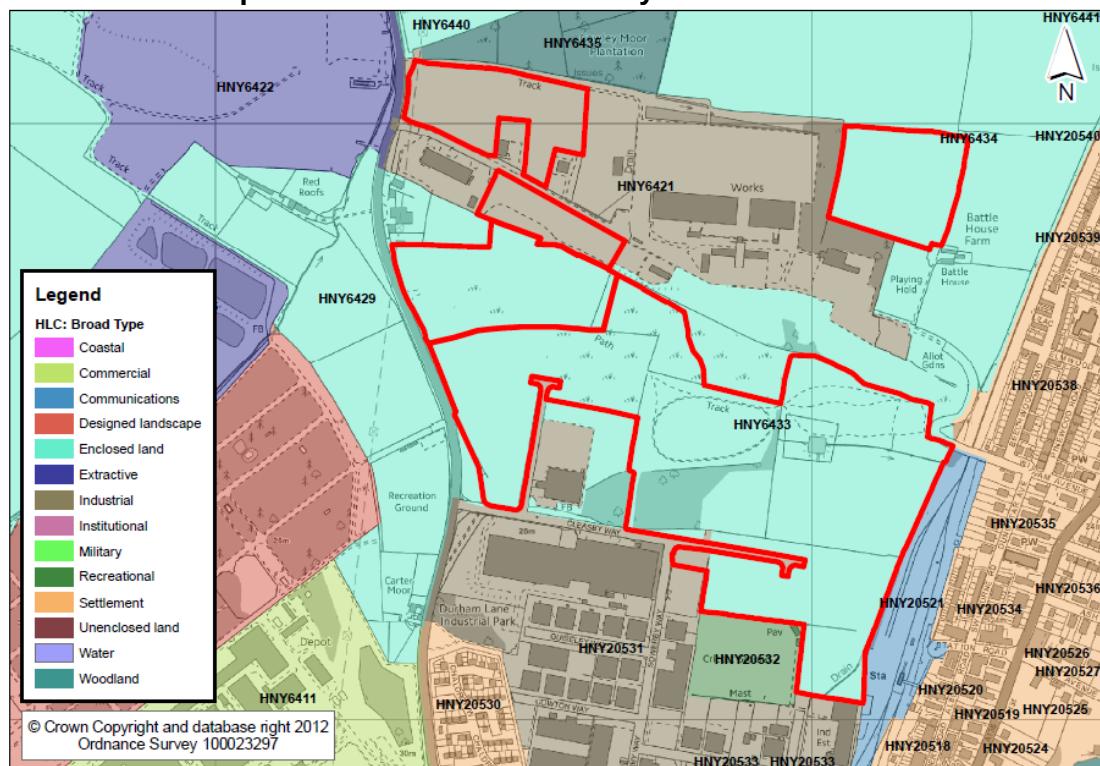
No policy recommendations are considered necessary.

#### Application Recommendations

Given the low archaeological potential of the site no recommendations are identified.

## **3.4 Durham Lane Industrial Estate**

### **Historic Landscape Characterisation Summary**



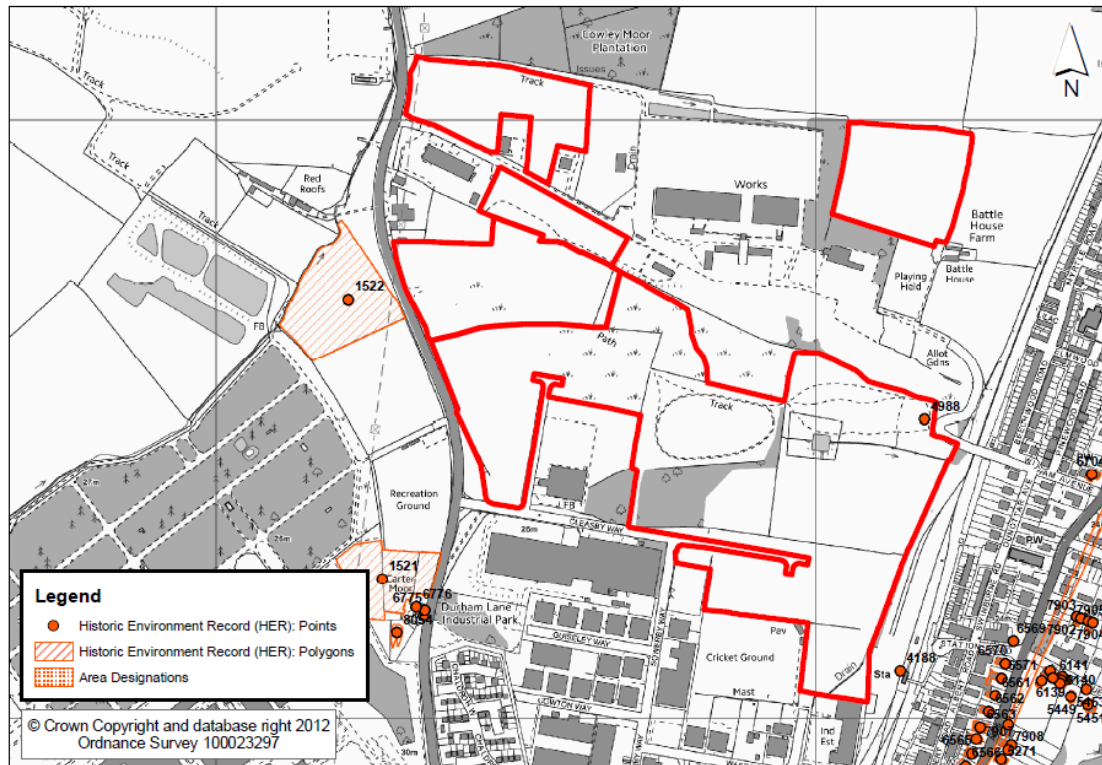
The HLC identifies that the majority of the site is enclosed land of piecemeal enclosure (HNY6433 and HNY 6434). The area of the allocation to the north west is located in an area classified as industrial with Ceramic Building Materials (HNY6421).



The largest area of the allocation is an area consisting of medium sized fields in a semi-irregular pattern. It is defined by regular external and internal hedgerow boundaries. It has partial legibility with up to 60% boundary loss since 1850. In the north east is an area (HNY6434) that consists of medium sized fields in a regular pattern. It is defined by regular external fences and internal hedgerow boundaries. It has significant legibility with less than 10% boundary loss since 1850.

The north western area is an industrial area of Marshall's Concrete Works. It is active and has large buildings. The previous HLC of piecemeal enclosure is no longer visible in the area although it occupies several complete previous fields.

### Historic Environment Record



### Designated Heritage Assets within Allocation

There are no designated heritage assets within the allocation.

### Designated Heritage Assets within Vicinity of Allocation

- 5292 – Carter Moor Farmhouse – 18<sup>th</sup> century, Grade II Listed.

### Historic Environment Records (other than designated)

Within the allocation.

- 4988 – Witham Hall – 17<sup>th</sup> century building.

Within the vicinity of the allocation.

- 6775 – Barn to north of Carter Moor – 19<sup>th</sup> century
- 6776 – Barn to north west of Carter Moor – 19<sup>th</sup> century
- 1521 – Field System north of Carter Moor – Post Medieval
- 1522 – Field System at Red Roofs – Post Medieval.

- 8054 – decoy pond south of Carter Moor – 19<sup>th</sup> century
- 4188 – Eaglescliffe railway station – 19<sup>th</sup> century

### **Past Disturbance**

The site is a greenfield site and it is unlikely that there has been significant disturbance.

### **Archaeological Potential**

Due to the limited past disturbance on the site and the presence of a HER record of a 17<sup>th</sup> century hall within the site allocation, it is considered that there is potential for the development to disturb previously unidentified archaeological features. A reservoir (now shown as a pond), tennis ground and tramway are shown on the Ordnance Survey 3<sup>rd</sup> edition map (1920s) within the allocation, although later quarrying may have removed the tramway.

### **Site Sensitivity to Change**

#### Archaeology

Development of the allocation has the potential to impact upon previously unidentified archaeological remains.

#### Historic Landscape Character

The majority of the allocation is enclosed fields with significant legibility and less than 10% boundary loss since 1850. Any employment development will change the historic character of this part of the character area, but will link well with the industrial character areas to the north and south.

### **Potential Implications for the Wider Area**

The site is located within the vicinity of Carter Moor, a Grade II listed, 18<sup>th</sup> century farmhouse and the development of the allocation has the potential to impact upon the designated assets. However, the allocation will be an expansion of an existing industrial estate which is located immediately opposite the listed building. It is, therefore, considered that development could proceed on site without impacting upon the significance of the assets.

Due to the location of the allocation within an existing industrial estate and in close proximity to the A66, no implications have been identified for the wider area, which does include the Conservation Areas of Eaglescliffe and Yarm.

### **Planning Recommendations for Allocation**

#### Policy Recommendations

No policy recommendations are considered necessary.

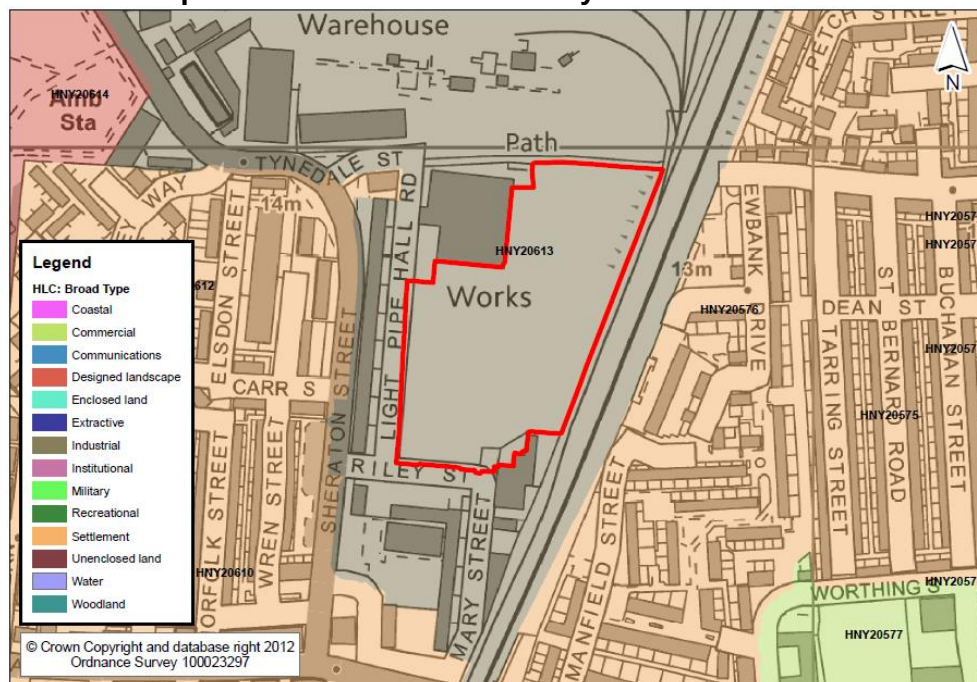
#### Application Recommendations

The site have an untested archaeological potential. An archaeological desk-based assessment and walkover survey should be undertaken and a report detailing the results submitted with any planning application to develop this site (NPPF para 128).

The desk-based assessment should include an assessment of the potential impact of the proposed development upon Heritage Assets within and adjacent to the site. Further archaeological evaluative fieldwork may be necessary prior to the determination of the application to assess the archaeological potential of the site. The archaeological assessment will inform the development of a strategy, if appropriate, to mitigate the potential archaeological impact of the proposed development; this strategy may include designing the development to avoid impacting archaeological deposits worthy of conservation.

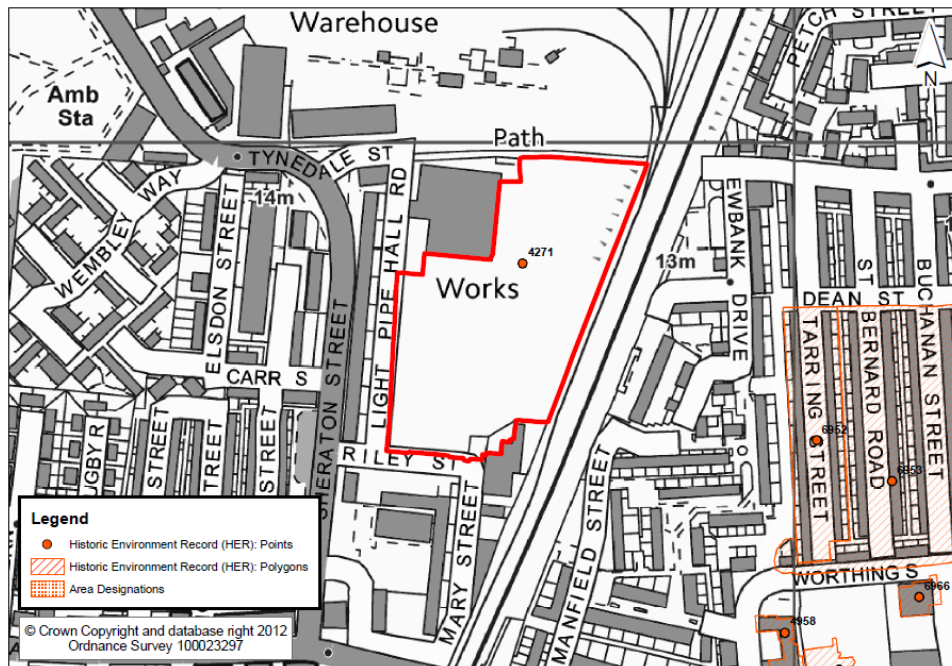
### 3.5 Oxbridge Industrial Estate

#### Historic Landscape Characterisation Summary:



The allocation is identified as industrial (HNY20613) with partial legibility within the HLC. The HLC summary identifies the area as ‘a large industrial area bordering the railway line at Stockton Station. The largest operation is a large scrapyards specialising in decommissioning railway wagons etc. The area also includes industrial units at Britannia Road, Hutchinson Street.’

#### Historic Environment Record



Designated Heritage Assets within allocation

There are no designated Heritage Assets within the site

Designated Heritage Assets within vicinity of the allocation

There are no designated Heritage Assets within the vicinity of the site

Historic Environment Records (other than designated heritage assets)

Within site

- 4271- Perseverance Boiler Works- 19<sup>th</sup> century

There are no other HER records within the vicinity of the site

**Past Disturbance**

The site is a brownfield location and it is expected that there will have been at least some past ground disturbance.

**Archaeological Potential**

The site was a boilerworks from the later 19<sup>th</sup> century and has potential for preservation of archaeological remains of industrial interest.

**Site Sensitivity to change:**

Archaeology

Development of this site is unlikely to have a significant archaeological impact.

Historic Landscape Character

The existing character of the site has been identified as being Industrial. It is unlikely that the development of this allocation will have any significant impact upon this character area.

### Potential Implications for the Wider Area

Due to the location of the allocation, no implications for the wider area have been identified.

### Planning Recommendations for allocation

#### Policy Recommendations

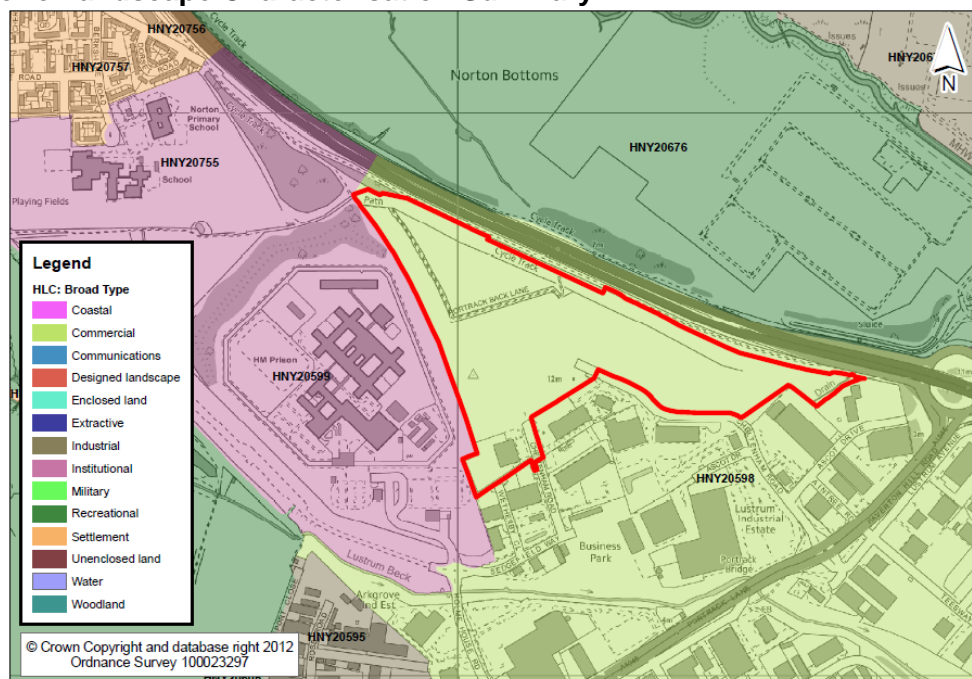
No policy recommendations are considered necessary.

#### Application Recommendations

The industrial remains at the site have an untested archaeological potential. An archaeological desk-based assessment and walkover survey should be undertaken and a report detailing the results submitted with any planning application to develop this site (NPPF para 128). The desk-based assessment should include an assessment of the potential impact of the proposed development upon Heritage Assets within and adjacent to the site. Further archaeological evaluative fieldwork may be necessary prior to the determination of the application to assess the archaeological potential of the site. The archaeological assessment will inform the development of a strategy, if appropriate, to mitigate the potential archaeological impact of the proposed development; this strategy may include designing the development to avoid impacting archaeological deposits worthy of conservation.

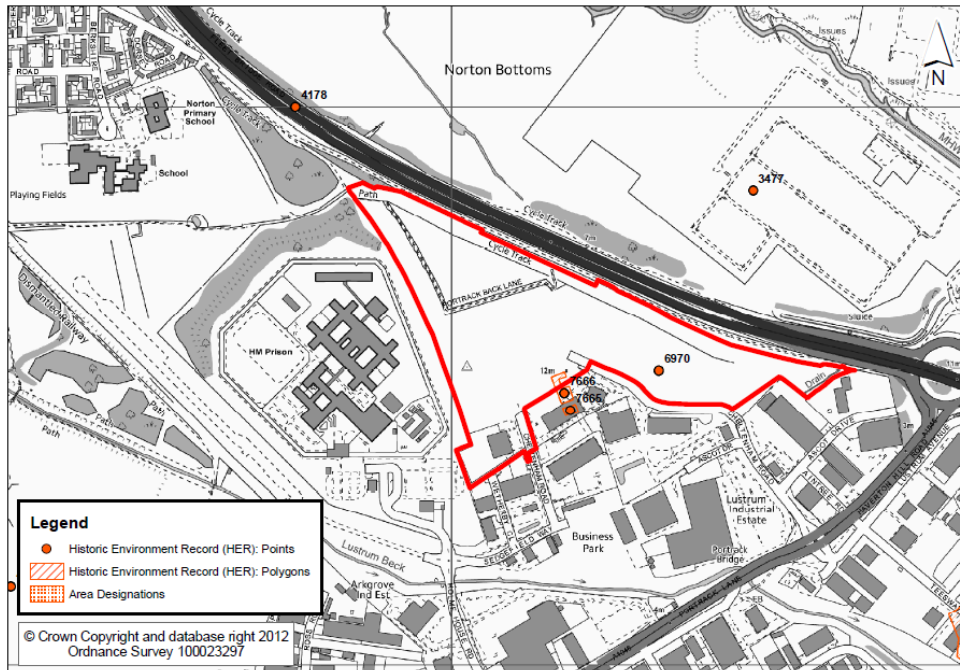
## 3.6 Portrack Interchange

### Historic Landscape Characterisation Summary:



The allocation is identified as commercial (HNY20598) with invisible legibility within the HLC. The HLC summary identifies the area as ‘an area of large retail warehouses, transportation depots and light manufacturing. The area was established as an industrial estate by the 1950s and has expanded considerably since that time’.

### Historic Environment Record



### Designated Heritage Assets within allocation

- 7666- Outbuildings of Holme House Farm (DEMOLISHED Listed Building)- 19<sup>th</sup> century

### Designated Heritage Assets within vicinity of the allocation

- 7665- Holme House Farm (DEMOLISHED Listed Building)- 18<sup>th</sup> century

### Historic Environment Records (other than designated heritage assets)

Within site

- 6970- Lithic Scatter- Prehistoric

There are no other HER records within the vicinity of the site

### **Past Disturbance**

The site is largely greenfield with little ground disturbance. However, there may be past disturbance associated with the construction of the adjacent A19, the former Portrack Back Lane and, more recently, the access points from the existing Cheltenham Road.

### **Archaeological Potential**

The allocation contains the part of site of a former 18<sup>th</sup> century farm house that is listed on the HER. However, construction work has occurred in this location and other HER records on and within the vicinity of the site are limited. Parts of the site have suffered from past disturbance but there are areas of greenfield remaining and there is some potential for archaeological remains in these areas.

#### **Site Sensitivity to change:**

##### Archaeology

There is some potential for previously unidentified remains to be present on parts of the site. However, it should be noted that there are extant planning permissions for the southern area of the site.

##### Historic Landscape Character

The allocation is located entirely within a character area that has been identified as being Commercial in nature. It is dominated by large retail warehouses, transportation depots and light manufacturing and the character is unlikely to be significantly affected by the development of this allocation.

#### **Potential Implications for the Wider Area**

Due to the location of the allocation within an existing industrial area, it is not considered that there will be any significant impact upon heritage assets in the wider area.

#### **Planning Recommendations for allocation**

##### Policy Recommendations

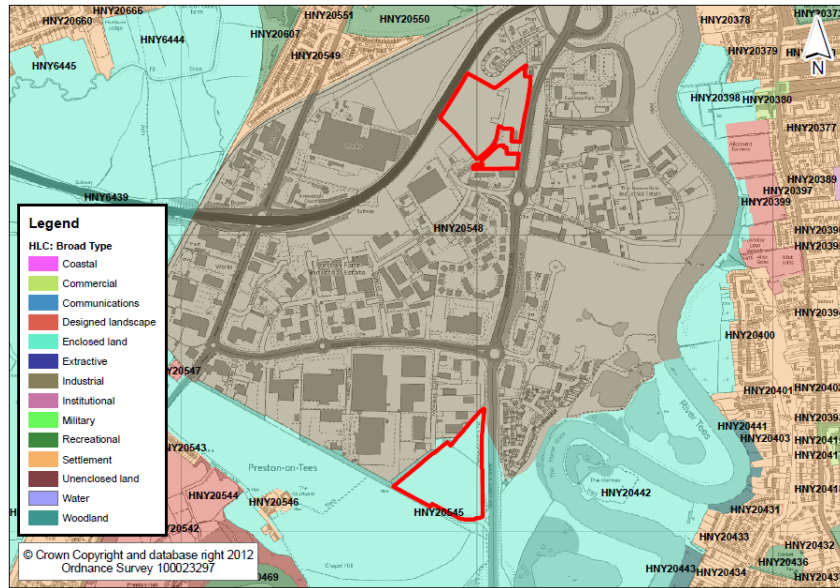
No policy recommendations are considered necessary.

##### Application Recommendations

No recommendations are identified.

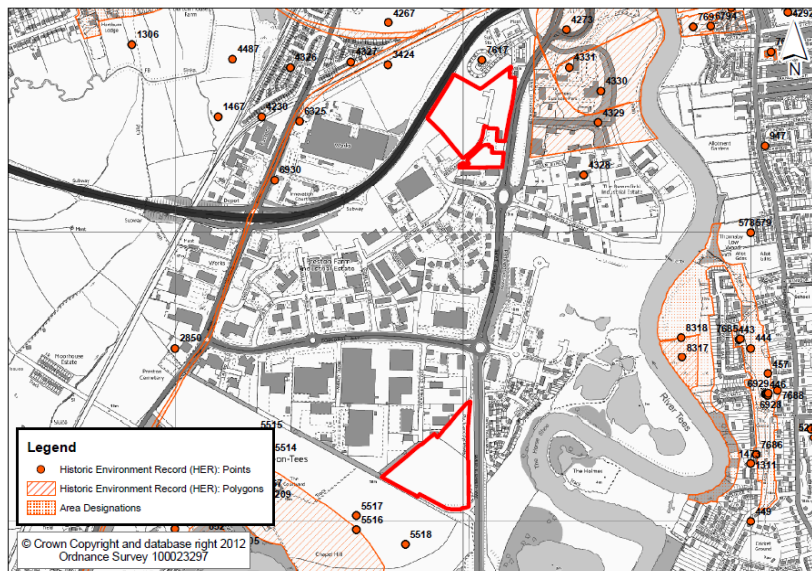
### **3.7 Preston Farm**

#### **Historic Landscape Characterisation Summary:**



The allocation identifies two specific parcels of land at the north and south of the industrial estate. The northern section is identified as industrial (HNY20548) with invisible legibility within the HLC. The HLC summary identifies this large character area as comprising of *‘two industrial/retail estates plus various factories to the north of the A66. Yarm Road is the more commercial part of the area with a mixture of car dealerships, garden nurseries and a hotel’*. The southern part of the allocation directly adjacent to the industrial HLC but being undeveloped is identified alongside the wider open area as being enclosed land (HNY20545). The summary for the area identifies that *‘these large fields lie to the north of Eaglescliffe and are rapidly being encroached upon by expansion of Bowesfield Industrial Estates and housing. There has been extensive internal boundary loss since the 1950s’*.

### Historic Environment Record



### Designated Heritage Assets within allocation

There are no designated Heritage Assets within the site

### Designated Heritage Assets within vicinity of the allocation



- 7617- Mount Pleasant Grange (Grade II Listed Building)- 19<sup>th</sup> century

#### Historic Environment Records (other than designated heritage assets)

There are no other HER records within the site

Within vicinity of the site

- 5517- Pottery Scatter- Romano-British
- 5518- Lithic Scatter- Pre historic
- 5516 – Pottery Scatter – Medieval
- 767 – Preston-on-Tees Village – Medieval
- 4329 – Tees Bridge Ironworks – 19<sup>th</sup> century
- 4330 – Richmond Ironworks – 19<sup>th</sup> century
- 4273 – Bowesfield Ironworks – 19<sup>th</sup> century

#### **Past Disturbance**

The northern part of the allocation is a brownfield site and has previously had potentially significant ground disturbance. Possible clay extraction is shown on the western part on the Ordnance Survey 5<sup>th</sup> edition (1950s) map. The southern part of the allocation is a greenfield site.

#### **Archaeological Potential**

No HER records occur within the development site. Due its greenfield nature, it is considered that there is some potential for previously unidentified archaeological remains to be found on the southern allocation but it is not likely that remains will be found on the northern allocation, due to previous disturbance.

#### **Site Sensitivity to change:**

##### Archaeology

Development of the southern site has the potential to have an impact upon archaeological remains.

##### Historic Landscape Character

The northern allocation is located within a character area that has been identified as Industrial. It is unlikely that there will be any impact upon this character area.

The southern allocation is located within a character area that has been identified as enclosed fields. This part of the character area will change, however this development site forms only a small part of the character area and the development will be in keeping with the adjacent Industrial character area.

#### **Potential implications for the Wider Area**

The northern allocation is located within the vicinity of Mount Pleasant Grange, which is a Grade II Listed building. This property is currently located within the centre of a Council owned Gypsy and Traveller site and is also adjacent to a dual carriage way and existing industrial development. Due to its existing surroundings, it is not

considered that the development of the Preston Farm allocations will result in substantial harm to the significance of this designated asset.

Due to the location of the allocation within an existing industrial area and in close proximity to the A66, no implications have been identified for the historic environment of the wider area.

## Planning Recommendations for allocation

### Policy Recommendations

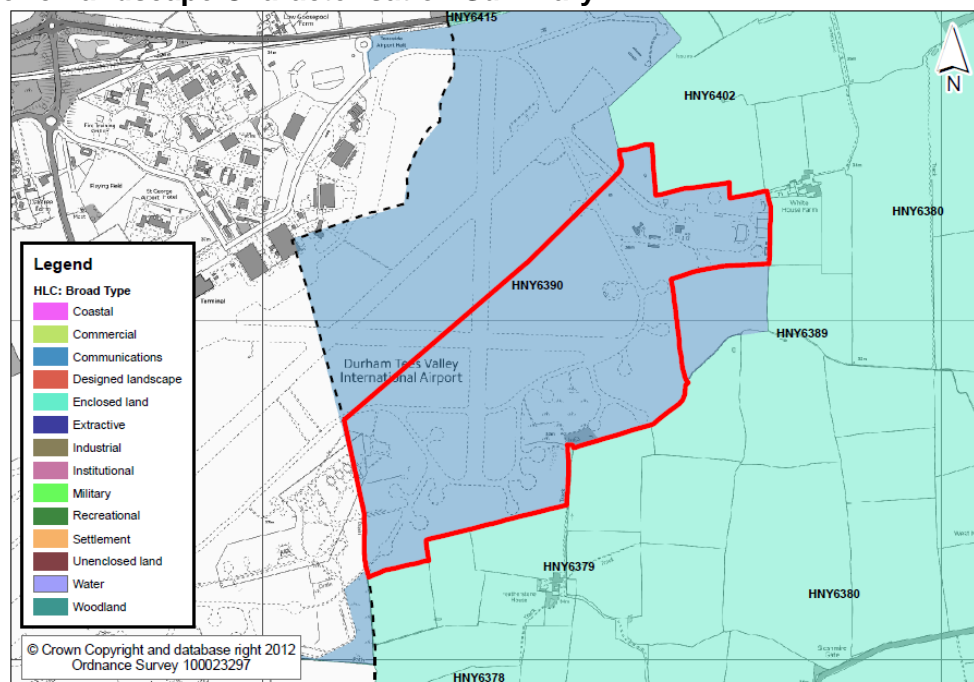
No policy recommendations are considered necessary.

### Application Recommendations

The southern site which lies adjacent to the core of the medieval settlement at Preston-on-Tees has an untested archaeological potential. An archaeological desk-based assessment and walkover survey should be undertaken and a report detailing the results submitted with any planning application to develop this site (NPPF para 128). The desk-based assessment should include an assessment of the potential impact of the proposed development upon Heritage Assets within and adjacent to the site. Further archaeological evaluative fieldwork may be necessary prior to the determination of the application to assess the archaeological potential of the site. The archaeological assessment will inform the development of a strategy, if appropriate, to mitigate the potential archaeological impact of the proposed development; this strategy may include designing the development to avoid impacting archaeological deposits worthy of conservation.

## 3.8 Durham Tees Valley Airport

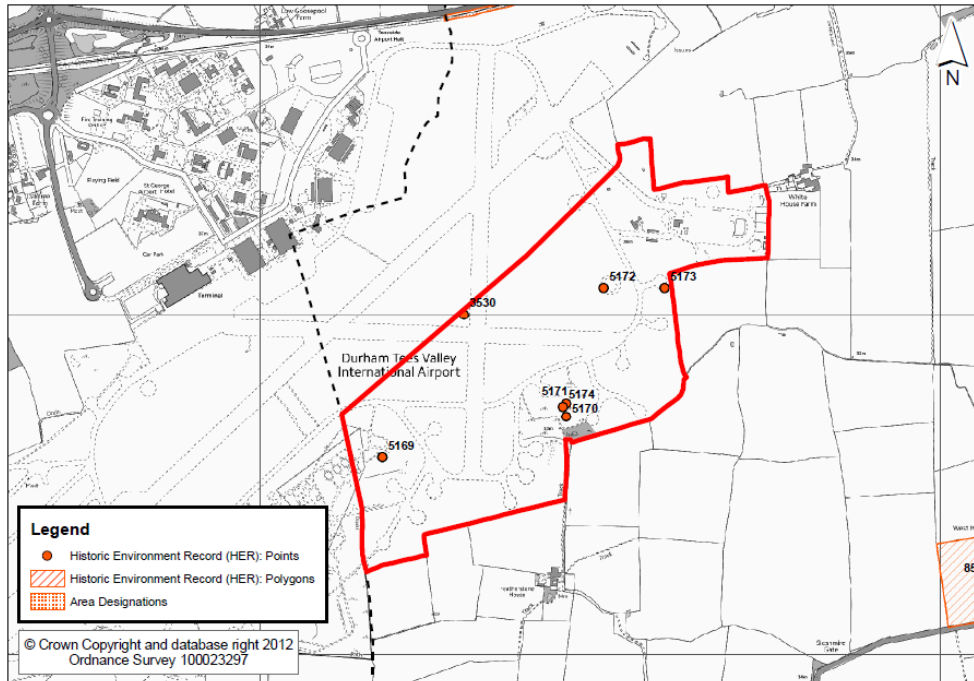
### Historic Landscape Characterisation Summary:



The allocation is identified as communications (HNY6390) with invisible legibility within the HLC. The HLC summary identifies the area as 'Durham Tees Valley

*International Airport which is an active airport for domestic and commercial flights. The previous HLC of piecemeal enclosure is no longer visible in this area.'*

### Historic Environment Record



### Designated Heritage Assets within allocation

There are no designated Heritage Assets within the site

### Designated Heritage Assets within vicinity of the allocation

There are no designated Heritage Assets within the vicinity of the site

### Historic Environment Records (other than designated heritage assets)

Within site

- 5169- Bomb Store- 20<sup>th</sup> century
- 3530- Air Field- 20<sup>th</sup> century
- 5172- Gun Emplacement- World War II
- 5173- Gun Emplacement- World War II
- 5171- Pill Box- World War II
- 5174- Newsham Grange Farm - 19<sup>th</sup> century
- 5170- Barracks- 20<sup>th</sup> century

There are no HER records within the vicinity of the site

### **Past Disturbance**

The site is largely grassland but is crossed with hard surfacing and some areas of construction associated with the operation of the airport. It is likely that this will have resulted in some areas of ground disturbance through the site.

### **Archaeological Potential**

There are significant areas of the site that have not been disturbed by construction and hard standing and there are a number of HER records within the site, primarily relating to its use as a wartime airfield, RAF Goosepool. There is potential for unidentified archaeological remains.

#### **Site Sensitivity to change:**

##### Archaeology

There is potential for the development of the allocation to result in damage to previously unidentified archaeological remains.

##### Historic Landscape Character

The allocation is located within a character area that is identified as being Communications and is dominated by the operating airport. While the development of the site will result in a potential change to the character of the area, it is likely that this will be in keeping with the existing airport related development.

#### **Potential implications for the Wider Area**

Due to the location of the allocation within Durham Tees Valley Airport, it is not considered that the allocation will result in any impacts upon the wider area.

#### **Planning Recommendations for allocation**

##### Policy Recommendations

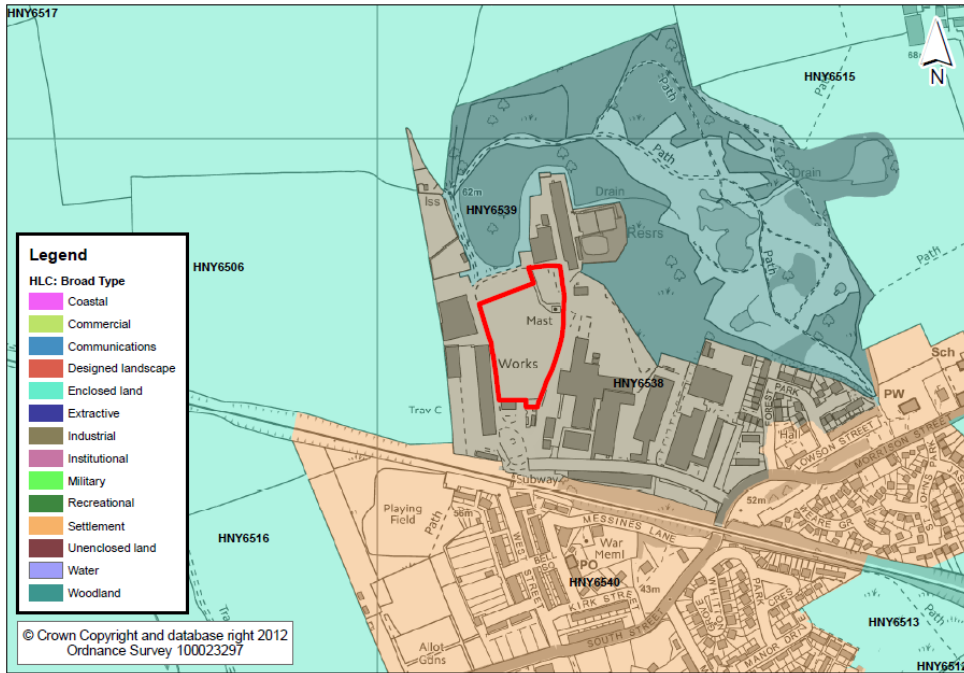
No policy recommendations are considered necessary.

##### Application Recommendations

Elements of the military airfield have been subject to previous archaeological recording in connection with earlier planning applications. There is some potential for earlier remains, particularly around the site of Newsham Grange Farm. Planning renewals in the area are likely to require a conditioned programme of archaeological work.

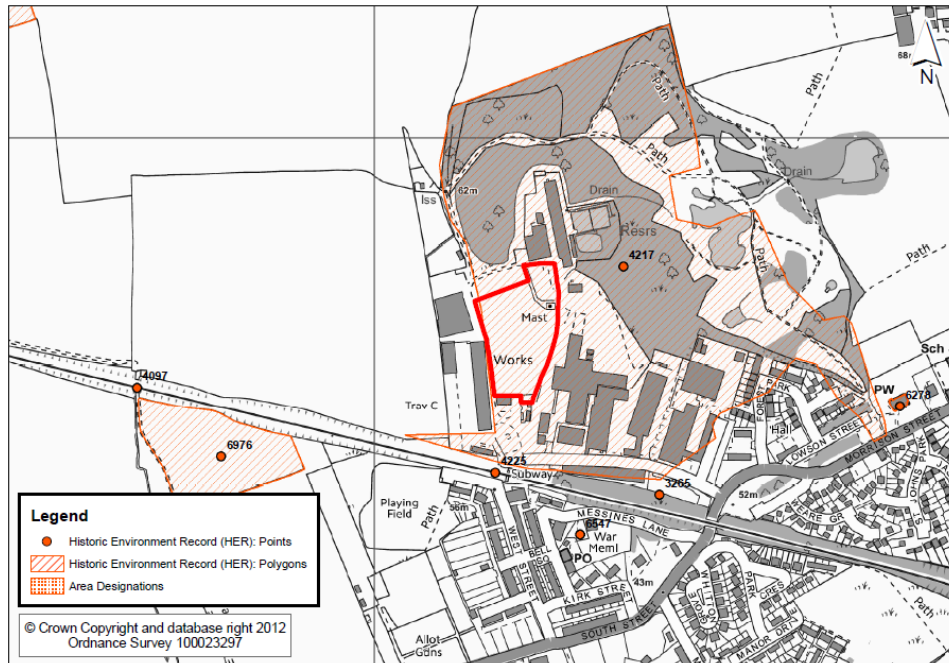
### **3.9 Stillington Industrial Estate**

#### **Historic Landscape Characterisation Summary:**



The allocation is identified as being industrial (HNY6538) and having invisible legibility within the HLC. The HLC summary identifies that *'This is an area of industry at Stillington which is active and includes a variety of engineering and metal working companies, with some small business units. It has large buildings and the previous HLC of piecemeal enclosure is not visible'*.

**Historic Environment Record**



Designated Heritage Assets within allocation

There are no designated Heritage Assets within the site

Designated Heritage Assets within vicinity of the allocation

There are no designated Heritage Assets within the vicinity of the site  
Historic Environment Records (other than designated heritage assets)

Within site

- 4217- Carlton Ironworks- 19<sup>th</sup> century

Within vicinity of the site

- 4217- Carlton Ironworks- 19<sup>th</sup> century
- 4225- Stillington Station- 19<sup>th</sup> century

### **Past Disturbance**

The site has been subject to a remediation scheme.

### **Archaeological Potential**

Owing to site remediation the site does not have any archaeological potential.

### **Site Sensitivity to change:**

#### Archaeology

Development of this site is unlikely to have a significant archaeological impact.

#### Historic Landscape Character

The allocation will not alter the historic landscape character of the area.

### **Planning Recommendations for allocation**

#### Policy Recommendations

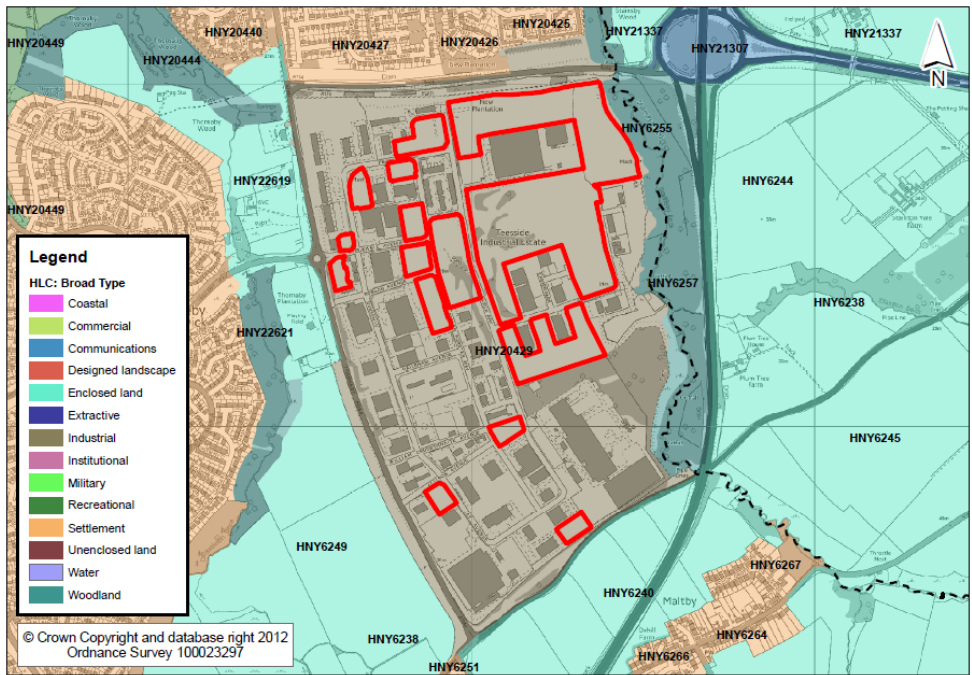
No policy recommendations are considered necessary.

#### Application Recommendations

Recent remediation of the site means that no further archaeological works are necessary.

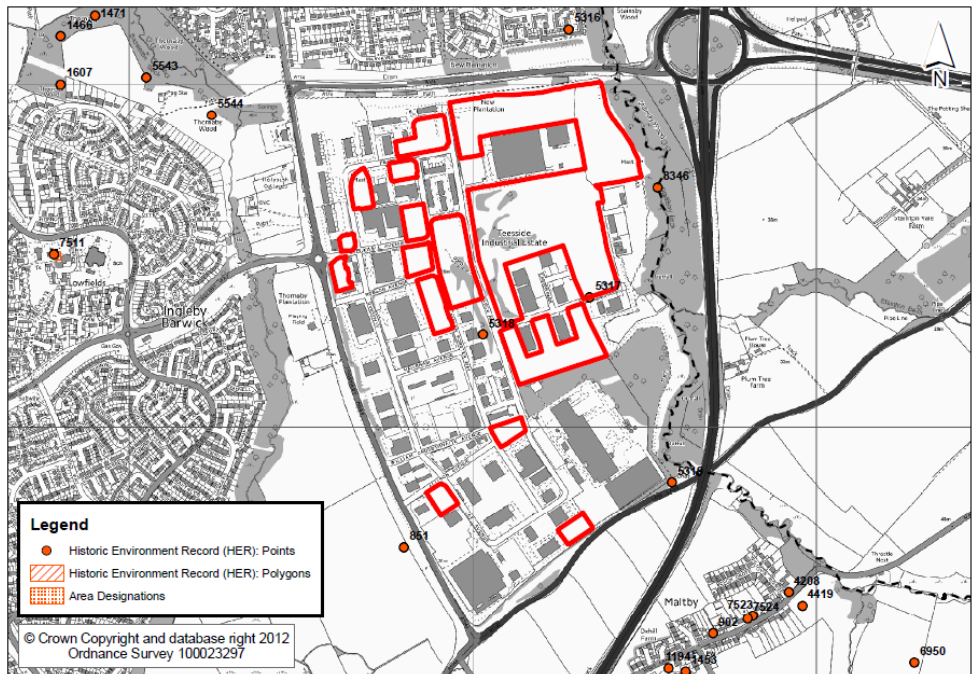
## **3.10 Teesside Industrial Estate**

### **Historic Landscape Characterisation Summary:**



The allocation is identified as being industrial (HNY20429) and having fragmentary legibility within the HLC. The HLC summary identifies that *‘this large character area comprises an industrial estate on the southern edge of Thornaby. Aerial photographs suggest that the infrastructure for the estate was established by the early 1970s with several units established in the north of the area’*.

### Historic Environment Record



### Designated Heritage Assets within allocation

There are no designated Heritage Assets within the site

### Designated Heritage Assets within vicinity of the allocation

There are no designated Heritage Assets within the vicinity of the site

#### Historic Environment Records (other than designated heritage assets)

##### Within site

- 5317- Farmstead- 18<sup>th</sup> century
- Part of Thornaby Aerodrome (1930s)

##### Within vicinity of the site

- 5318- Fig Tree Farm- 18<sup>th</sup> century
- 851- Flint Artefact- Prehistoric
- 8346 – Stainsby Beck human bone - of unknown date

#### **Past Disturbance**

The site allocations are greenfield land. However, they are dispersed throughout the industrial estate where road construction has occurred. It is likely that ground disturbance has occurred on some of the smaller parcels of the allocation due to the construction of the surrounding roads. Part of Thornaby aerodrome is shown on the Ordnance survey 6<sup>th</sup> edition map (1960s) in the northern part of the site. This includes dispersal areas and stores.

#### **Archaeological Potential**

There are a limited number of HER records within and in the vicinity of the site. Nevertheless, there are substantial areas of greenfield land and there is potential for previously unidentified archaeological remains to be disturbed by the development of the allocations.

#### **Site Sensitivity to change:**

##### Archaeology

There is potential for the development of the allocation to result in disturbance to archaeological remains due to the proportion of previously undisturbed land.

##### Historic Landscape Character

The allocation is located within a character area that has been identified as being Industrial and that comprises of the Teesside Industrial Estate. The development of the allocated plots will not result in a change to the character of the area.

#### **Potential Implications for the Wider Area.**

Due to the limited number of heritage assets in the vicinity and the existing character of the area, no implications for the wider area have been identified.

#### **Planning Recommendations for allocation**

##### Policy Recommendations

No policy recommendations are considered necessary.

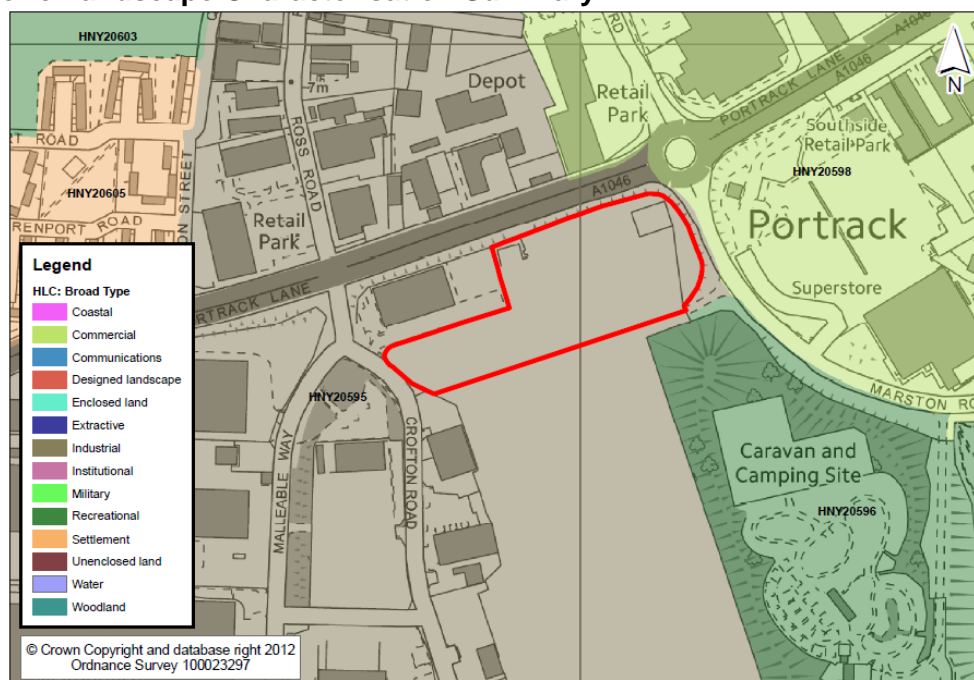
##### Application Recommendations



The north-east undeveloped quadrant of the Industrial Estate has archaeological potential in the form of the remains of the former Thornaby Aerodrome. An archaeological desk-based assessment and walkover survey should be undertaken and a report detailing the results submitted with any planning application to develop this site (NPPF para 128). The desk-based assessment should include an assessment of the potential impact of the proposed development upon Heritage Assets within and adjacent to the site. Further archaeological evaluative fieldwork may be necessary prior to the determination of the application to assess the archaeological potential of the site. The archaeological assessment will inform the development of a strategy, if appropriate, to mitigate the potential archaeological impact of the proposed development; this strategy may include designing the development to avoid impacting archaeological deposits worthy of conservation.

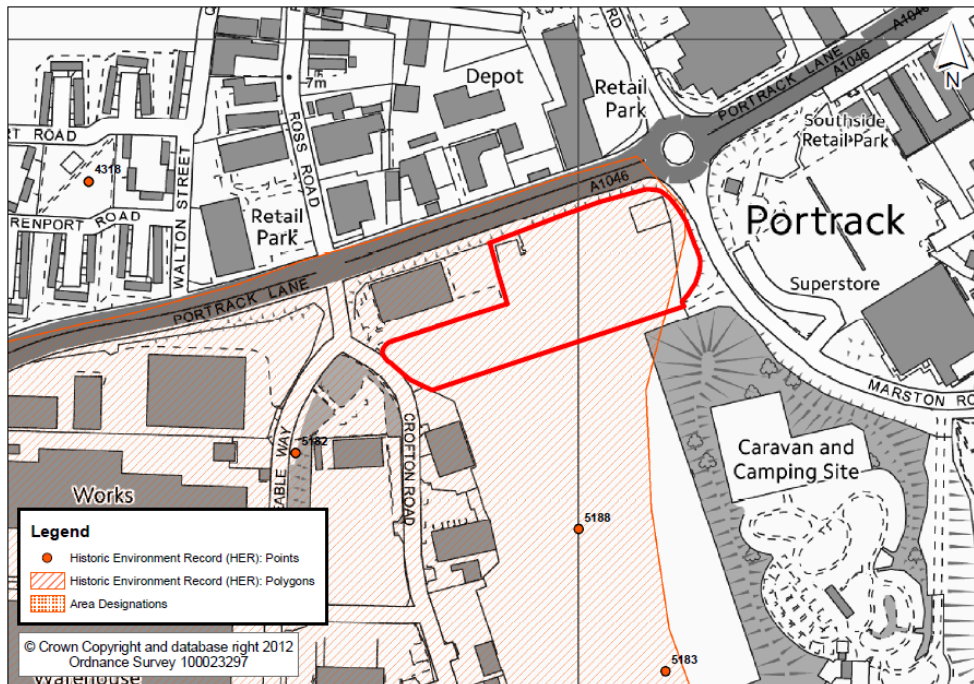
### 3.11 Malleable Industrial Estate

#### Historic Landscape Characterisation Summary:



The allocation is identified as being industrial (HNY20595) and having partial legibility within the HLC. The HLC summary identifies that *'This is an area of light to heavy industry with some direct retail. The area was industrialised by the mid-19th century with brickworks, shipyards, iron and steel works and railway infrastructure'*.

#### Historic Environment Record



### Designated Heritage Assets within allocation

There are no designated Heritage Assets within the site

### Designated Heritage Assets within vicinity of the allocation

There are no designated Heritage Assets within the vicinity of the site

### Historic Environment Records (other than designated heritage assets)

Within site

- 4179- Stockton Malleable Ironworks - 19<sup>th</sup> century

Within vicinity of the site

- 4179- Stockton Malleable Ironworks - 19<sup>th</sup> century
- 5182- Portrack House Farmstead - 19<sup>th</sup> century
- 5188- Portrack Pipe Mill - 20<sup>th</sup> century

### **Past Disturbance**

The allocation is a brownfield site and there has been previous ground disturbance, which is likely to be significant.

### **Archaeological Potential**

The allocation is located on the site of a large former iron works and there is a history of 19<sup>th</sup> century industry in the area. A previous planning application (05/0026/EIS), which covered a larger area than the allocation, included an archaeological assessment that concluded that, due to previous construction and demolition work and the removal of railway lines, there was a low possibility of encountering remains other than those associated with the former Corus Pipe Mill.

### **Site Sensitivity to change:**

## Archaeological

Development of the allocation is unlikely to have an impact upon archaeological remains due to the previous disturbance that has occurred.

## Historic Landscape Character

The allocation is located with a character area that has been identified as being Industrial. The development of this allocation is unlikely to impact upon the character of the area.

## **Potential Implications for the Wider Area**

Due to the scale of the allocation and its location within an existing industrial area, no implications have been identified for heritage assets within the wider area.

## **Planning Recommendations for allocation**

### Policy Recommendations

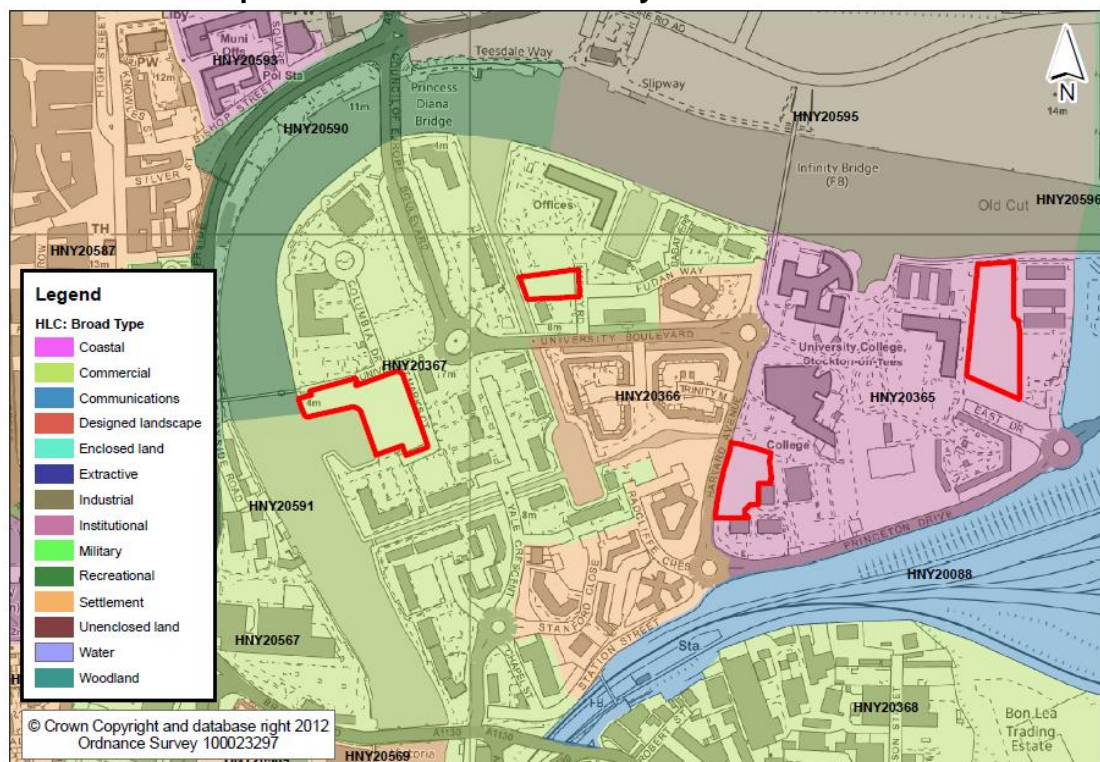
No policy recommendations are considered necessary.

### Application Recommendations

No recommendations

## **3.12 Teesdale Office Location**

### **Historic Landscape Characterisation Summary:**

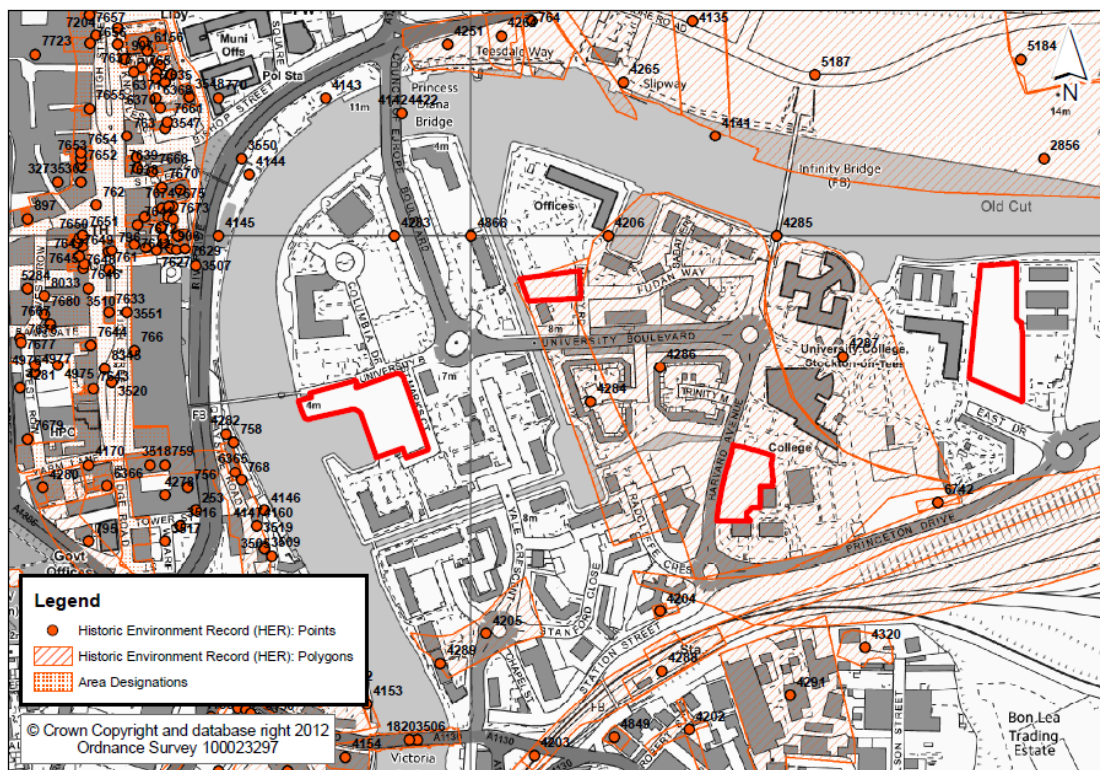


Two of the areas allocated at Teesdale are located within an area identified as being commercial (HNY20367). This character area represents the commercial district at Teesdale. It consists of blocks of offices of three or four storeys with associated car parking and verges. The building style is principally brick built with polychrome details.

The remaining two areas of the allocation are located within an institutional area (HNY20365). This area is characterised by University buildings of the early 1990s to early 2000s, forming the Stockton Campus of the University of Durham. The buildings are large with several storeys. The area between buildings is generally car parking.

The two identified areas are separated by an area of settlement (HNY20366). This character area represents the residential portion of the Teesdale redevelopment. The buildings here are in use as apartments or nursing homes. The buildings are generally of three or four storeys with car parking and green verges surrounding.

### Historic Environment Record



### Designated Heritage Assets within allocation

There are no designated Heritage Assets within the site

### Designated Heritage Assets within vicinity of the allocation

- Stockton Conservation Area
- 6365 – Warehouse 2, Quayside Road – 19<sup>th</sup> century, Grade II listed

### Historic Environment Records (other than designated heritage assets)

Within the site:

- 4284 – Teesdale Ironworks – 19<sup>th</sup> century

- 4286 – Union Foundry – 19<sup>th</sup> century

Within vicinity of the site

- 4284 – Teesdale Ironworks – 19<sup>th</sup> century
- 4286 – Union Foundry – 19<sup>th</sup> century
- 4285 – Teesdale Ironworks Wharf – 19<sup>th</sup> century
- 4206 – Stockton South Shipyard – 19<sup>th</sup> century
- 4866 – Animal Remains – Palaeolithic
- 4287 – Thornaby Ironworks – 19<sup>th</sup> century
- 6741 – Thornaby Marshalling Yards – 20<sup>th</sup> century
- 6742 – Coal Cleaning Plant – 20<sup>th</sup> century
- 3882 – Middlesbrough Branch Railway – 19<sup>th</sup> century
- 4204 – Saw Mill – 19<sup>th</sup> century
- 4288 – Thornaby Railway Station – 19<sup>th</sup> century
- 4283 – Thornaby Shipyard – 19<sup>th</sup> century
- 4205 – shipyard north of Victoria Bridge – 19<sup>th</sup> century
- 4289 – Cleveland Flour Mills – 19<sup>th</sup> century

### **Past Disturbance**

The allocation is located within an area that was formally used for heavy industry. Significant ground remediation works were carried out to remove any contaminated land prior to the development of the area. There has been significant ground disturbance within the allocated areas.

### **Archaeological Potential**

There are a number of HER records on and within the site allocations. These primarily relate to the industrial heritage of the area. However, due to the significant disturbance that has occurred in the past, there is limited potential for previously unidentified archaeological remains to be found.

### **Site Sensitivity to change:**

#### Archaeology:

Development of these sites is unlikely to have a significant archaeological impact.

#### Historic Landscape Characterisation

The sites of the allocation are located within character areas that have been identified as Commercial or Institutional and which already contain relatively modern office buildings. The development of these sites is unlikely to have a significant impact upon the character areas.

### **Potential Impact upon Designated Heritage Assets in the Wider Area**

The Teesdale area is located within the vicinity of Stockton Conservation Area and a Grade II listed former warehouse on the opposite side of the River Tees. The allocations are small areas located within an existing development of similar character. It is, therefore, considered that the development of the allocation can proceed without significant impact upon the designated assets.

### **Planning Recommendations for allocation**

## Policy Recommendations

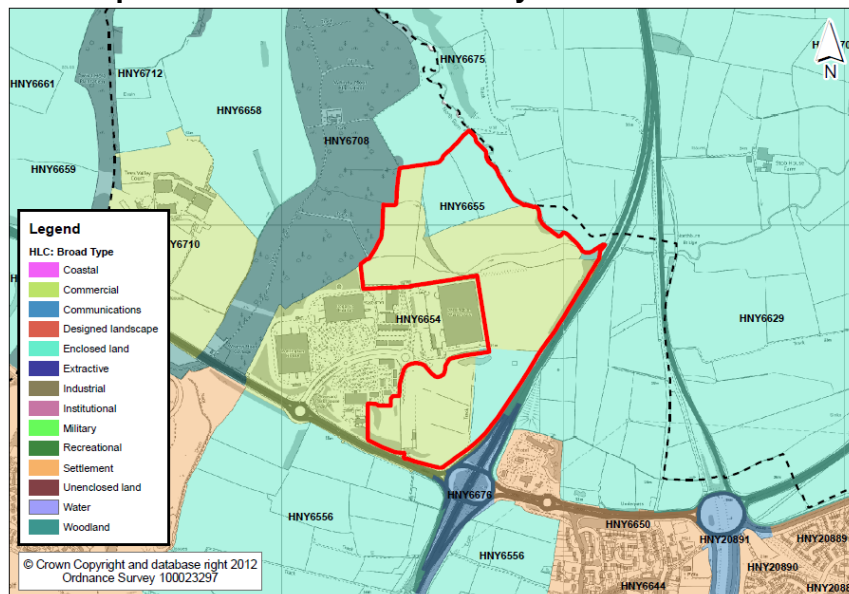
No policy recommendations are considered necessary.

## Application Recommendations

No recommendations

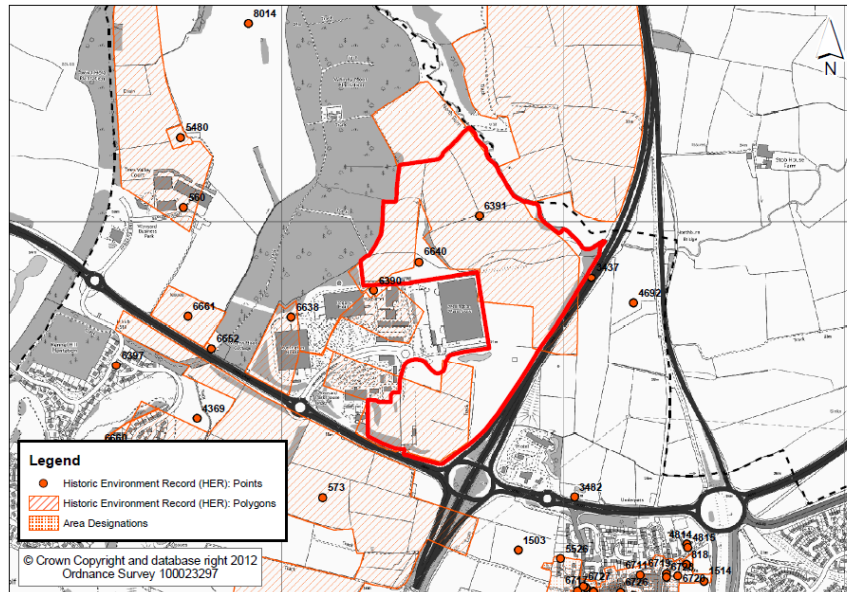
## 3.13 Wynyard One

### Historic Landscape Characterisation Summary:



The majority of the allocation is identified as being commercial (HNY6654) and having fragmentary legibility within the HLC. The HLC summary identifies that *'This is Wynyard Business Park which is active and has large buildings providing office space for commercial businesses and conference facilities. It has fragmentary legibility to the previous HLC of unknown planned enclosure'*. The remaining section of the allocation is identified as being enclosed land (HNY6655) and having significant legibility within the HLC. The HLC summary identifies that *'This is an area of unknown planned enclosure consisting of medium sized fields in a regular pattern. It is defined by regular external and internal hedgerow boundaries. It has significant legibility with approximately 20% boundary loss since 1850'*.

### Historic Environment Record



### Designated Heritage Assets within allocation

There are no designated Heritage Assets within the site

### Designated Heritage Assets within vicinity of the allocation

- 0606- The deserted medieval farmstead of High Burntoft - Scheduled

### Historic Environment Records (other than designated heritage assets)

Within site

- 6391- Field System - Medieval
- 6640- Harestones, Farmstead - 19<sup>th</sup> century

Within vicinity of the site

- 6391- Field System - Medieval
- 6390- Annigate, Farmhouse - 18<sup>th</sup> century
- 6638- Annigate Cottage - 19<sup>th</sup> century
- 3437- Flint Artefact - Prehistoric
- 3279- Field System - Medieval
- 3433- Flint Artefact - Bronze Age
- 6392- Tofts Farm, Farmstead - Medieval
- 3434- Flint Artefact - Prehistoric
- 3435 – Flint scraper – Prehistoric
- 3441 – Quern stone – Bronze Age
- 8240 – Tofts Farm – 19<sup>th</sup> century

### **Past Disturbance**

Construction of a large warehouse development has recently occurred within the centre of the allocation and will have caused significant ground disturbance in this area. Areas in the north and south of the allocation remain greenfield with no past disturbance.

### **Archaeological Potential**

A number of HER records have been identified both within the site and in the vicinity. The majority of these were noted in archaeological evaluation of the business park in the late 1990s. They represent a background scatter of prehistoric and later occupation but with no particular focus of activity identified. Overall the development area was found to have a low archaeological potential.

#### **Site Sensitivity to change:**

##### Archaeology

Archaeological sites area within the area limited to stray finds and demolished estate farms of the 19<sup>th</sup> century.

##### Historic Landscape Character

The majority of the allocation is located within a character area that is identified as being Commercial and which is dominated by Wynyard Business Park. Parts of the allocation are located within character areas that are identified as being Enclosed Land. However, the allocation covers small parts of these character areas that primarily relate to agricultural land to the north and east. The development of the allocation will result in a change to small parts of the character areas and will be in keeping with the adjacent Commercial area.

#### **Potential for Implications for the Wider Area**

The development has the potential to have a negative impact on the setting of the Scheduled Monument at High Burntoft (within Hartlepool Borough Council's administrative area).

#### **Planning Recommendations for allocation**

##### Policy Recommendations

The development, particularly along the northern part of the site should provide mitigation to offset the potential negative impact on the setting of the Scheduled Monument at High Burntoft.

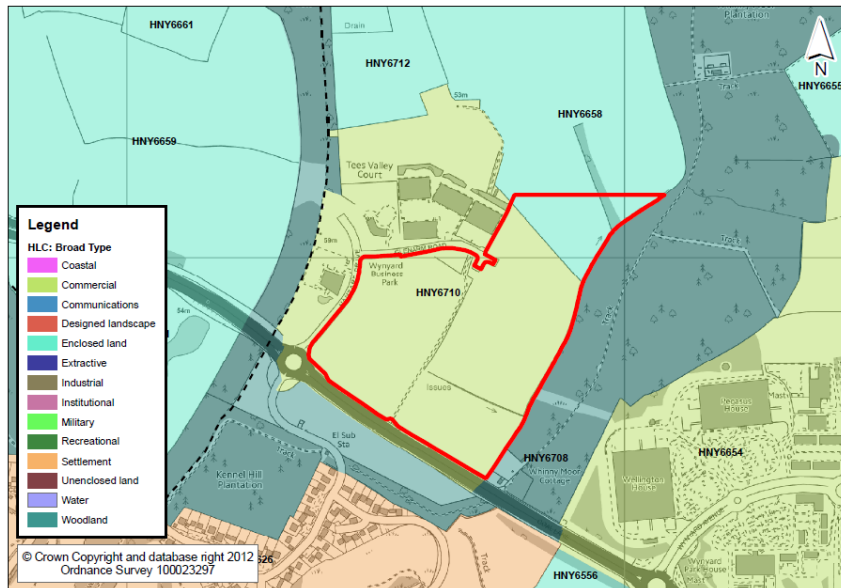
##### Application Recommendations

The development area has been subject to previous archaeological field evaluation suggesting a low potential and no further archaeological works are required.

### **3.14 Wynyard Two**

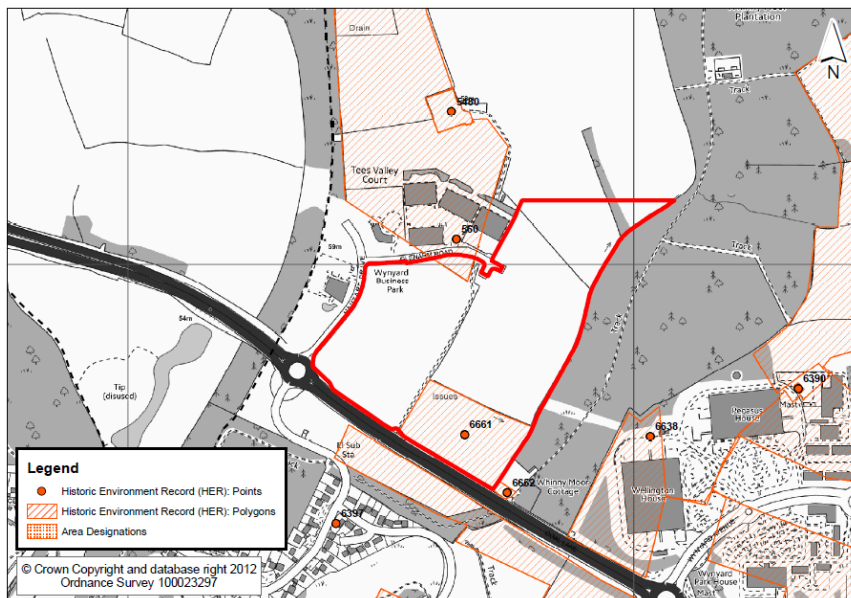
#### **Historic Landscape Characterisation Summary:**





The allocation is identified as being commercial (HNY6710) and having partial legibility within the HLC. The HLC summary identifies that *'This is Wynyard Business Park which is active and has medium sized buildings providing office space for commercial businesses and conference facilities. It has partial legibility to the previous HLC of unknown planned enclosure'*. The north eastern part of the allocation is identified as enclosed land (HNY6658) and having fragmentary legibility within the HLC. The HLC summary identifies that *'This is an area of modern improved fields consisting of one large field. It is defined by regular hedgerow boundaries, formed by woodland on the northern and eastern sides. It has fragmentary legibility with up to 90% boundary loss since 1850'*.

### Historic Environment Record



### Designated Heritage Assets within allocation

There are no designated Heritage Assets within the site

### Designated Heritage Assets within vicinity of the allocation

There are no designated Heritage Assets within the vicinity of the site

#### Historic Environment Records (other than designated heritage assets)

##### Within site

- 560- Field System- Medieval
- 6661- Field System- Medieval

##### Within vicinity of the site

- 560- Field System- Medieval
- 6652- Whinny Moor Cottage- 19<sup>th</sup> century
- 5480- Woodside Farm, Farmstead- 19<sup>th</sup> century
- 6663- Field System- Medieval

#### **Past Disturbance**

The allocation is located on greenfield land with little past disturbance. However, some disturbance may have occurred in the vicinity of the adjacent road, which was constructed to serve the business park.

#### **Archaeological Potential**

The Wynyard Two allocation benefits from an existing planning permission. The Reserved Matters application (09/1961/REM) included an archaeological assessment of the site and trial trenching has been carried out. Tees Archaeology were consulted on the application and agreed that the development of the site would not have a negative impact on archaeological remains, which were considered to be limited to medieval plough furrows.

#### **Site Sensitivity to change:**

##### Archaeology

The trial trenching carried out in relation to a previous planning application, helped to confirm that the development of the allocation would not impact negatively on archaeological remains.

##### Historic Landscape Character

The majority of the allocation is located within a Commercial character area that relates to the existing Wynyard Business Park. An area to the north is located within a character area identified as being Enclosed Land. The changes in this area will relate to just a small area of the character area which primarily relates to the agricultural land to the north and will be in keeping with the adjacent Commercial area.

#### **Potential Implications for the Wider Area**

Due to the existing development around the allocation, no implications for heritage assets in the wider area have been identified.

#### **Planning Recommendations for Allocation**

## Policy Recommendations

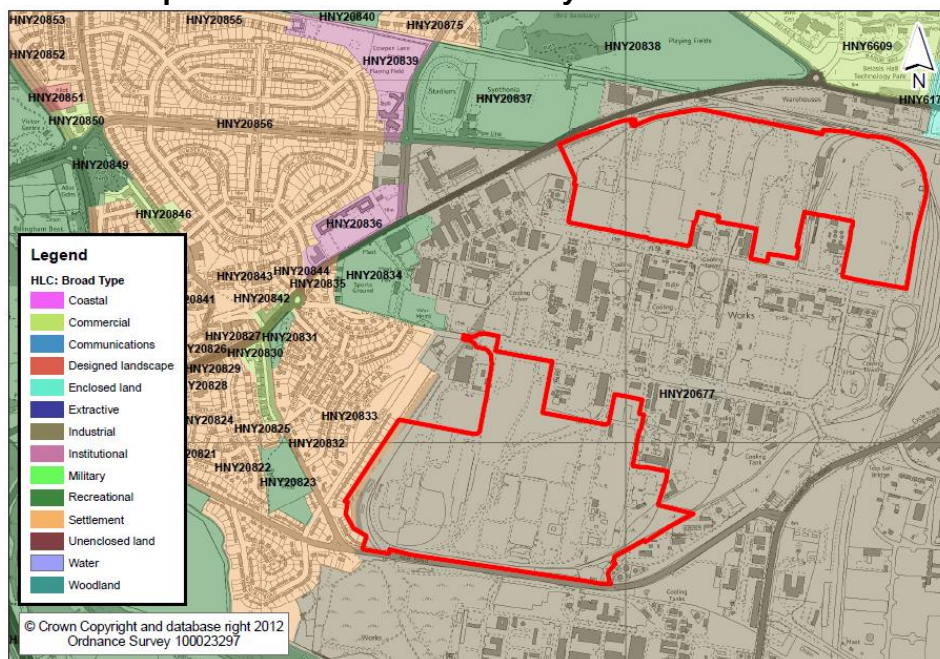
Due to the information submitted with the previous application, the approval did not impose any conditions relating to the historic environment and it is not considered necessary to recommend changes to the allocation policy.

## Application Recommendations

Due to the information submitted with the previous application, the approval did not impose any conditions relating to the historic environment and it is not considered necessary to recommend any future conditions.

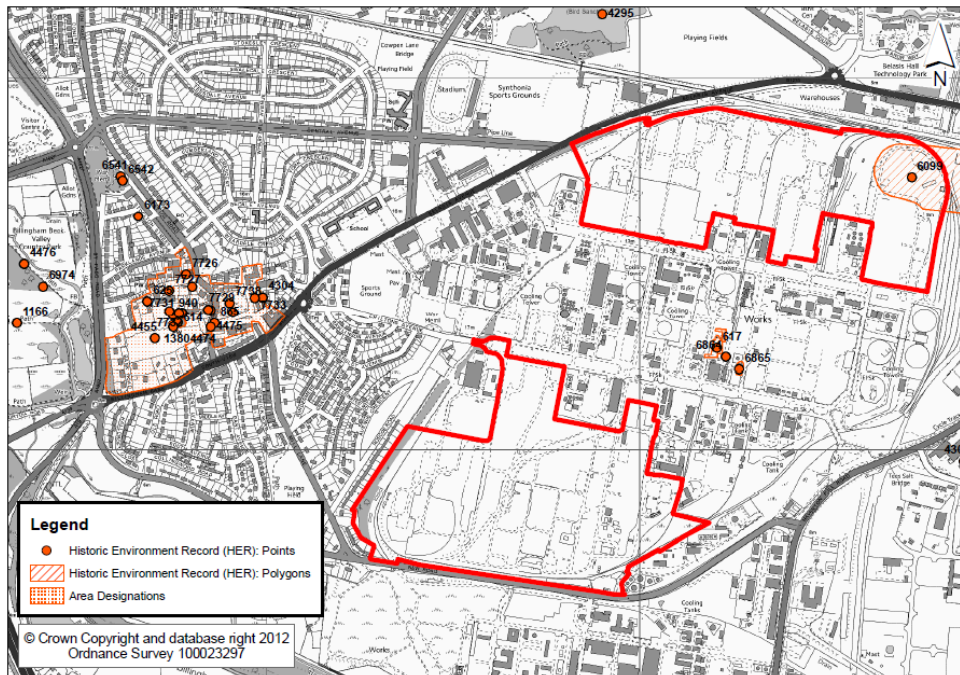
### 3.15 Billingham Chemical Complex

#### Historic Landscape Characterisation Summary:



The allocation is identified as industrial (HNY20677) with invisible legibility within the HLC. The HLC summary identifies the area as 'an extensive industrial complex on the north side of the River Tees. The predominant industry is chemical established by I.C.I in the 1920s/30s. The area is dominated by large silos, cooling towers and overground pipework'.

#### Historic Environment Record



Designated Heritage Assets within allocation

There are no designated Heritage Assets within the site

Designated Heritage Assets within vicinity of the allocation

There are no designated Heritage Assets within the vicinity of the site

Historic Environment Records (other than designated heritage assets)

Within site

- 6099- Billingham Anhydrite Mine - 20<sup>th</sup> century

Within vicinity of the site

- 6099 - Billingham Anhydrite Mine - 20<sup>th</sup> century
- 617 – Billingham Grange - medieval
- 6864 – Billingham Grange dovecote – medieval
- 6865 – Billingham Grange fishpond - medieval

**Past Disturbance**

The allocation is the site of former heavy industrial development . However it is not known what impact this has had on pre-industrial ground services as many buildings may have been modular or built on rafts.

**Archaeological Potential**

The site has an unknown archaeological potential and the impact of the 20<sup>th</sup> century industry on ground levels is unclear. The industrial remains themselves are of some archaeological interest, particularly where buildings and apparatus from the 1920s or 1930s may survive.

**Site Sensitivity to change:**

### Archaeological

There may be an impact on above and below ground heritage assets.

### Historic Landscape Character

The allocations are located within a character area that has been identified as being Industrial. The development of the allocation will not result in any significant change to the character area.

### **Potential Implications for the Wider Area**

Due to the nature of the surrounding developments, no implications have been identified for the wider area from the allocation.

### **Planning Recommendations for Allocation**

#### Policy Recommendations

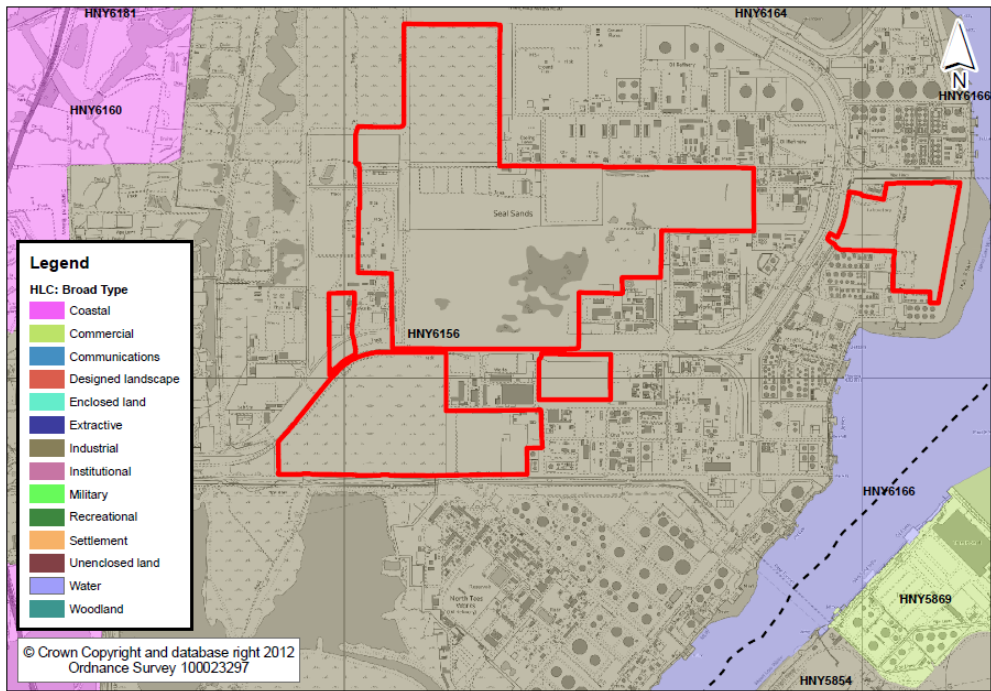
No policy recommendations are considered necessary.

#### Application Recommendations

An archaeological desk-based assessment and walkover survey should be undertaken and a report detailing the results submitted with any planning application to develop this site (NPPF para 128). The desk-based assessment should include an assessment of the potential impact of the proposed development upon Heritage Assets within and adjacent to the site. Further archaeological evaluative fieldwork may be necessary prior to the determination of the application to assess the archaeological potential of the site. The archaeological assessment will inform the development of a strategy, if appropriate, to mitigate the potential archaeological impact of the proposed development; this strategy may include designing the development to avoid impacting archaeological deposits worthy of conservation.

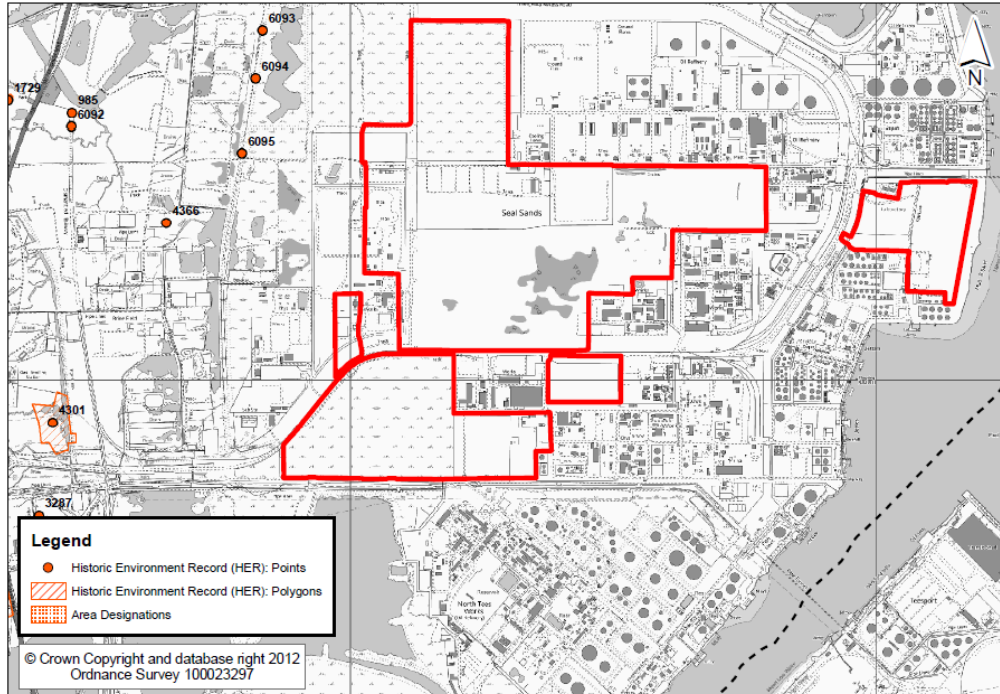
## **3.16 Seal Sands**

### **Historic Landscape Characterisation Summary:**



The allocation is identified as being industrial (HNY6156) within the HLC. The HLC summary identifies that *'this is a large active chemical industry at Tees Mouth, it has large buildings and fragmentary legibility after undergoing reclamation and new development since 1962 when ICI purchased the Seal Sands area'*.

### Historic Environment Record



### Designated Heritage Assets within allocation

There are no designated Heritage Assets within the site

### Designated Heritage Assets within vicinity of the allocation

There are no designated Heritage Assets within the vicinity of the site

#### Historic Environment Records (other than designated heritage assets)

There are no Historic Environment Records within the site or within the vicinity of the site.

#### **Past Disturbance**

See 'archaeological potential' section.

#### **Archaeological Potential**

During the late 19<sup>th</sup> century regular dredging was undertaken to deepen the River Tees. This material was used to reclaim thousands of acres of land on both sides of the estuary by building miles of reclamation embankments proving an economical way of obtaining new land. Much of the land consists of 3-4m deposits of foundry waste, dumped behind the reclamation embankments. The site has been within industrial use since this time and there is not considered to be any archaeological potential at the site.

#### **Site Sensitivity to change:**

Archaeology: given the historic development of the area development does not have the potential to affect archaeology.

Historic Landscape Character: Any development will not affect the historic landscape character of this area as it is identified as being industrial in nature and the allocation proposes further industrial development.

#### **Potential Implications for the Wider Area.**

Due to the nature of the surrounding developments, it is not expected that the allocation will have any implications for the wider area.

#### **Planning Recommendations for Allocation**

##### Policy Recommendations

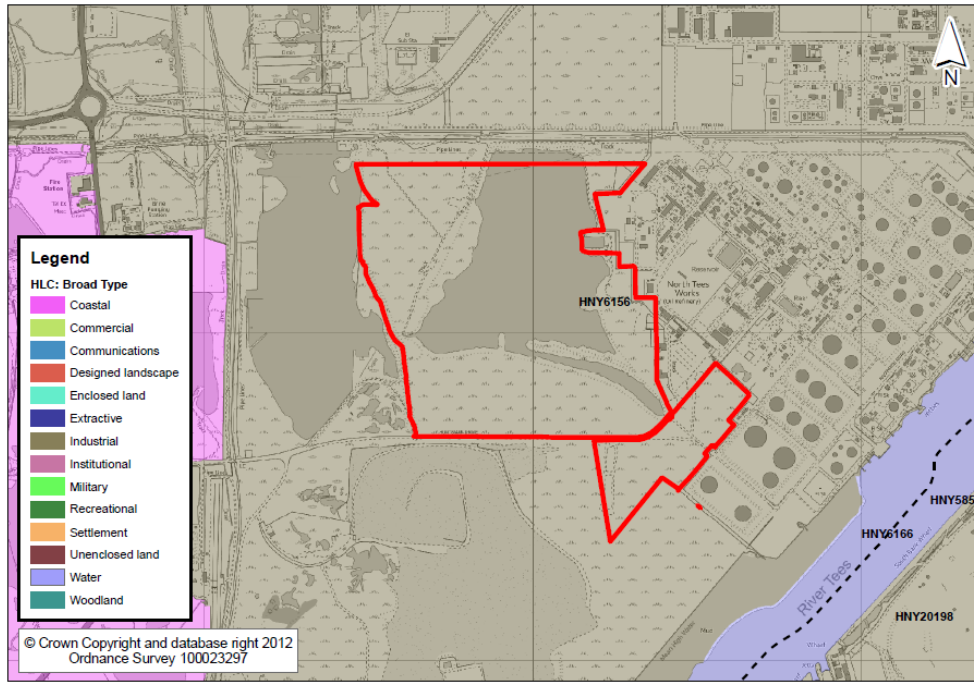
No policy recommendations are considered necessary.

##### Application Recommendations

No recommendations

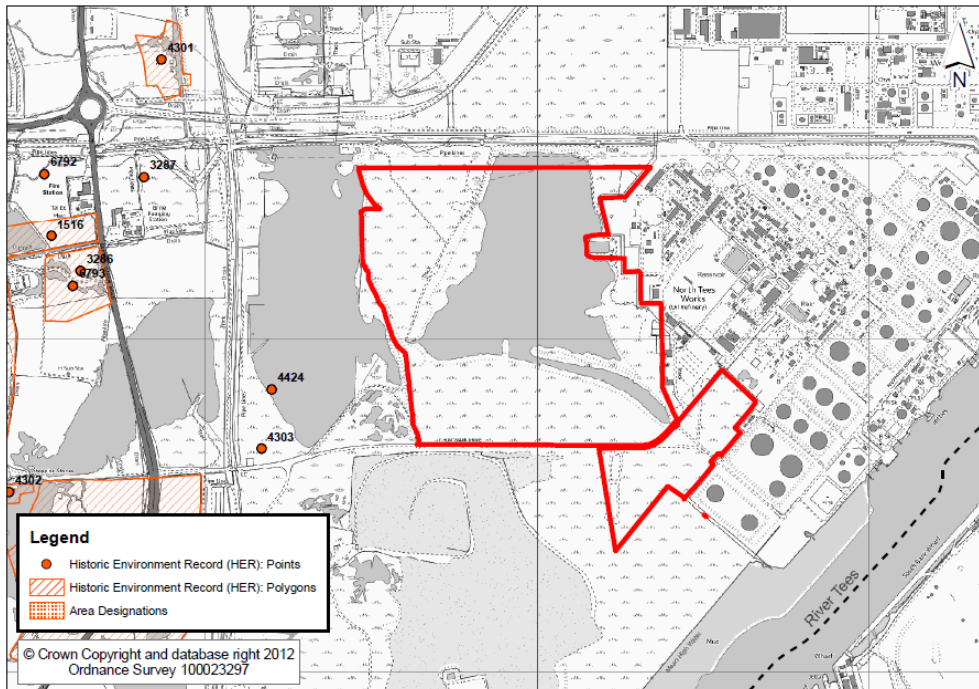
### **3.17 North Tees Pools**

#### **Historic Landscape Characterisation Summary:**



The allocation is identified as being industrial (HNY6156) within the HLC. The HLC summary identifies that *'this is a large active chemical industry at Tees Mouth, it has large buildings and fragmentary legibility after undergoing reclamation and new development since 1962 when ICI purchased the Seal Sands area'*.

### Historic Environment Record



### Designated Heritage Assets within allocation

There are no designated Heritage Assets within the site.

### Designated Heritage Assets within vicinity of the allocation



There are no designated Heritage Assets within the vicinity of the site.

#### Historic Environment Records (other than designated heritage assets)

Within vicinity of the site

- 4424 – Port Clarence rifle butts - 19<sup>th</sup> century TO ADD TO MAP

#### **Past Disturbance**

See 'archaeological potential' section.

#### **Archaeological Potential**

During the late 19<sup>th</sup> century regular dredging was undertaken to deepen the River Tees. This material was used to reclaim thousands of acres of land on both sides of the estuary by building miles of reclamation embankments proving an economical way of obtaining new land. The site has been within industrial use since this time and there is not considered to be any archaeological potential within the eastern part of the site. The western part of the site impinges upon the 19<sup>th</sup> century eastern limit of reclaimed land and borders the area of the Port Clarence Rifle Ranges shown on the Ordnance Survey second edition map of 1894-95.

#### **Site Sensitivity to change:**

Archaeology: given the historic development of the area development does not have the potential to affect archaeology.

Historic Landscape Character: Any development will not affect the historic landscape character of this area as it is identified as being industrial in nature and the allocation proposes further industrial development.

#### **Potential Implications for the Wider Area.**

Due to the location of the allocation in an existing industrial area, no implications for the wider area have been identified.

#### **Planning Recommendations for allocation**

##### Policy Recommendations

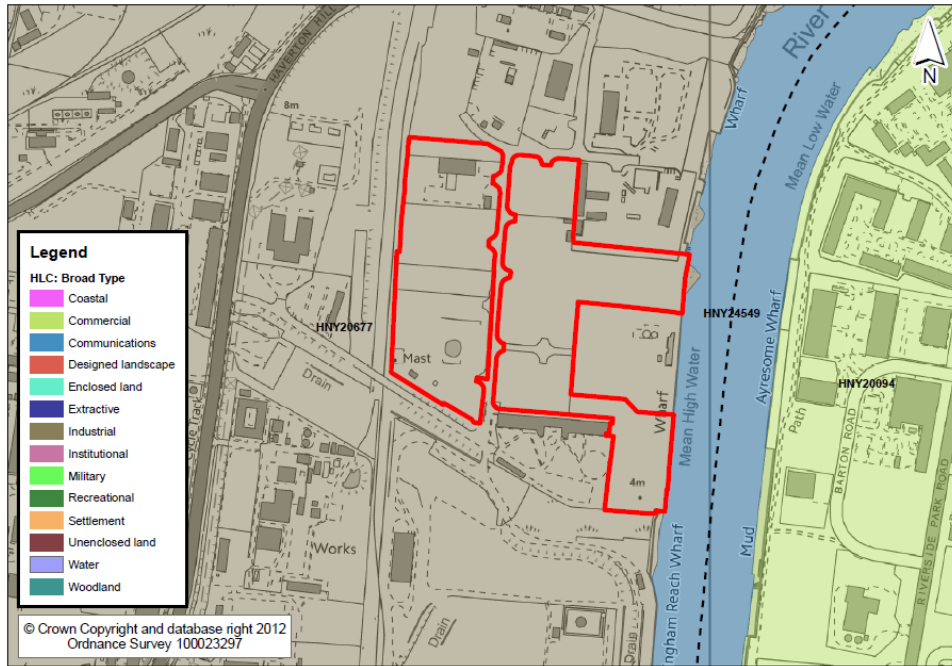
No policy recommendations are considered necessary.

##### Application Recommendations

No recommendations

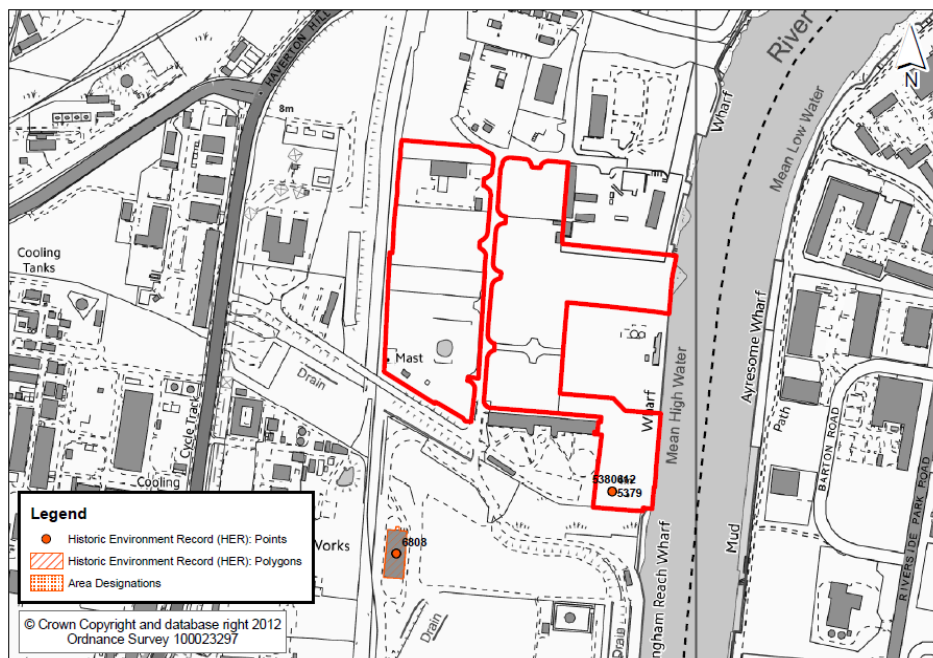
### **3.18 Billingham Reach**

#### **Historic Landscape Characterisation Summary:**



The allocation is identified as industrial (HNY20677) with invisible legibility within the HLC. The HLC summary identifies the area as 'an extensive industrial complex on the north side of the River Tees. The predominant industry is chemical established by I.C.I in the 1920s/30s. The area is dominated by large silos, cooling towers and overground pipework'.

### Historic Environment Record



### Designated Heritage Assets within allocation

There are no designated Heritage Assets within the site

### Designated Heritage Assets within vicinity of the allocation

- 6808 - Phosphate Rock Silo listed Grade II\* - 20<sup>th</sup> century

#### Historic Environment Records (other than designated heritage assets)

##### Within site

- 612 - Human Burial - Prehistoric
- 5379 - Stone Axehead - Prehistoric
- 5380 - Animal Remains - Prehistoric

There are no other HER records within the vicinity of the site

#### **Past Disturbance**

The allocation is located on a former industrial site and is brownfield. Parts of the site have been cleared but there remain substantial areas of hard standing. Previous ground disturbance is significant. The eastern third of the site is reclaimed from the River Tees Estuary.

#### **Archaeological Potential**

The site includes a number of prehistoric finds reported at depth of 35 feet (10.6m) during the construction of a former power station. There is potential for further deeply buried prehistoric deposits but it is unlikely that normal construction would penetrate to these depths.

#### **Site Sensitivity to change:**

##### Archaeological

Development of the allocation is unlikely to have a significant archaeological impact.

##### Historic Landscape Character

The allocation is located within a character area that has been identified as being Industrial. The development of the site is unlikely to result in harm to the character area.

#### **Potential Implications for the Wider Area**

The allocation is located in the vicinity of Grade II\* Listed, Phosphate Rock Silo. The building is a 20<sup>th</sup> century building associated with heavy industry. Due to the nature of the building and its existing surroundings, it is not envisaged that development of the allocation will lead substantial harm to the designated asset.

Due to the industrial surroundings of the allocation, it is not envisaged that there will be any implications for heritage assets within the wider area.

#### **Planning Recommendations for allocation**

##### Policy Recommendations

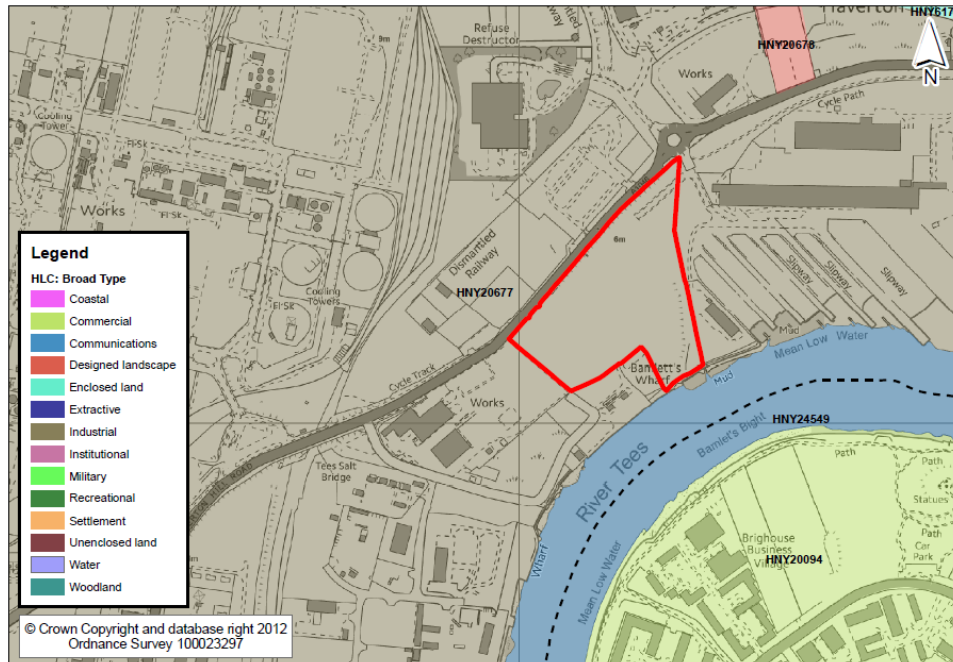
No policy recommendations are considered necessary.

##### Application Recommendations

No recommendations

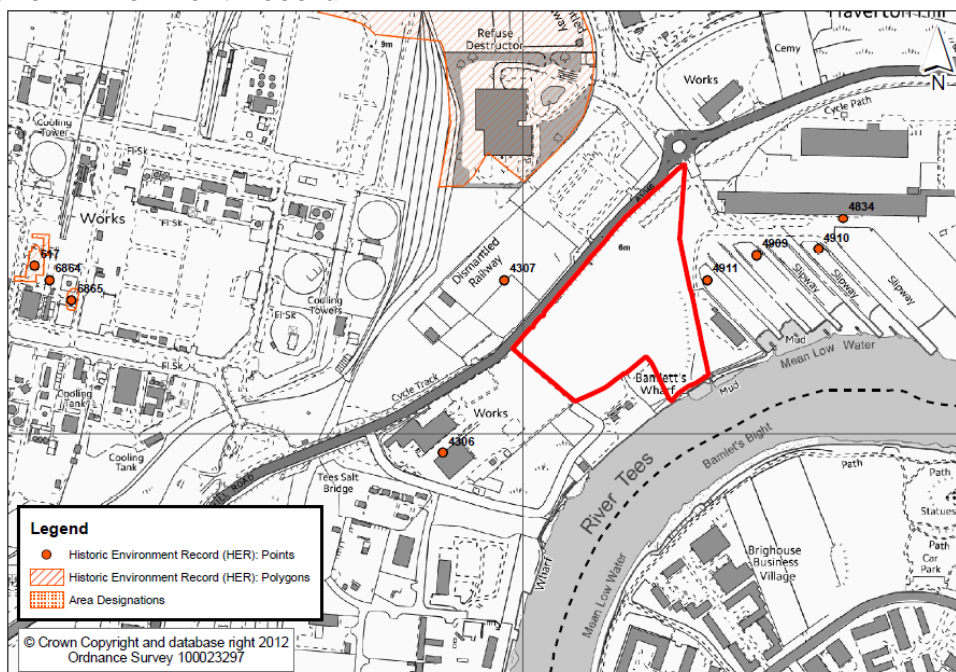
### 3.19 Casebourne

#### Historic Landscape Characterisation Summary:



The allocation is identified as industrial (HNY20677) with invisible legibility within the HLC. The HLC summary identifies the area as 'an extensive industrial complex on the north side of the River Tees. The predominant industry is chemical established by I.C.I in the 1920s/30s. The area is dominated by large silos, cooling towers and overground pipework'.

#### Historic Environment Record



#### Designated Heritage Assets within allocation

There are no designated Heritage Assets within the site

#### Designated Heritage Assets within vicinity of the allocation

There are no designated Heritage Assets within the vicinity of the site

#### Historic Environment Records (other than designated heritage assets)

There are no other HER records within the site.

Within vicinity of the site

- 4307 - Brick and Tilemaking Site - 19<sup>th</sup> century
- 4911 - Air Raid Shelter - World War II
- 4909 - Air Raid Shelter - World War II
- 4306 – Tees Salt Works – 19<sup>th</sup> century

#### **Past Disturbance**

The allocation is a brownfield site that was formerly used for industrial development and has now been cleared. In addition, planning permission (11/1453/FUL) was granted in 2011, for the reclamation of the site through the tipping of inert construction waste. Past disturbance on the site is substantial.

#### **Archaeological Potential**

Due to the past construction and demolition that has occurred, it is considered unlikely that there are any previously unidentified archaeological remains.

#### **Site Sensitivity to change:**

##### Archaeology

Due to the levels of past ground disturbance and the lack of HER records for the site, it is considered that development of the allocation is unlikely to result in the loss of significant archaeological remains.

##### Historic Landscape Character

The allocation is located within a character area that has been identified as being Industrial and which is dominated by development relating to the chemical industry. Development of the allocation will not result in a significant change to the character area.

#### **Potential Implications for the Wider Area**

Due to the location of the allocation, no implications have been identified for the wider area.

#### **Planning Recommendations for allocation**

##### Policy Recommendations

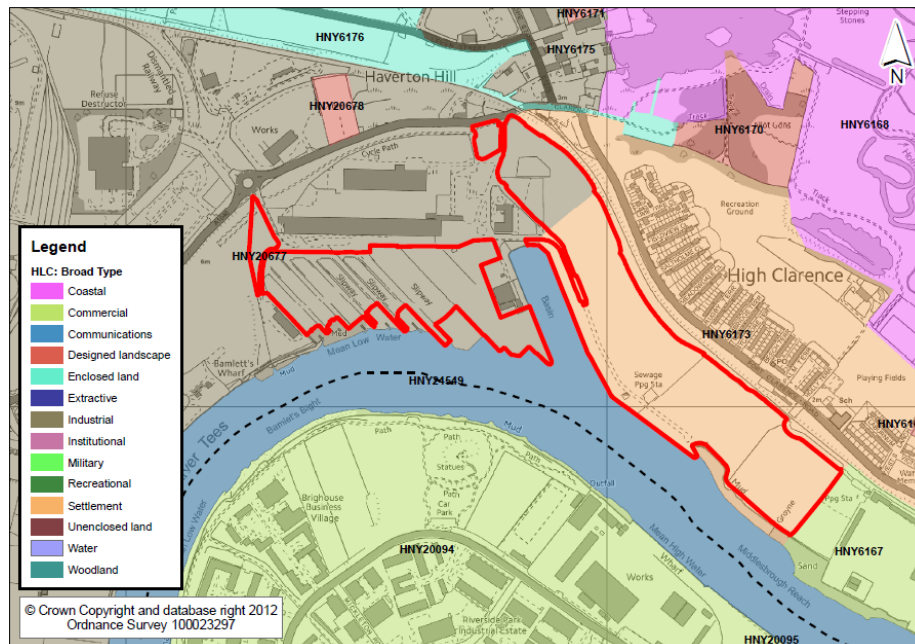
No policy recommendations are considered necessary.

### Application Recommendations

No recommendations

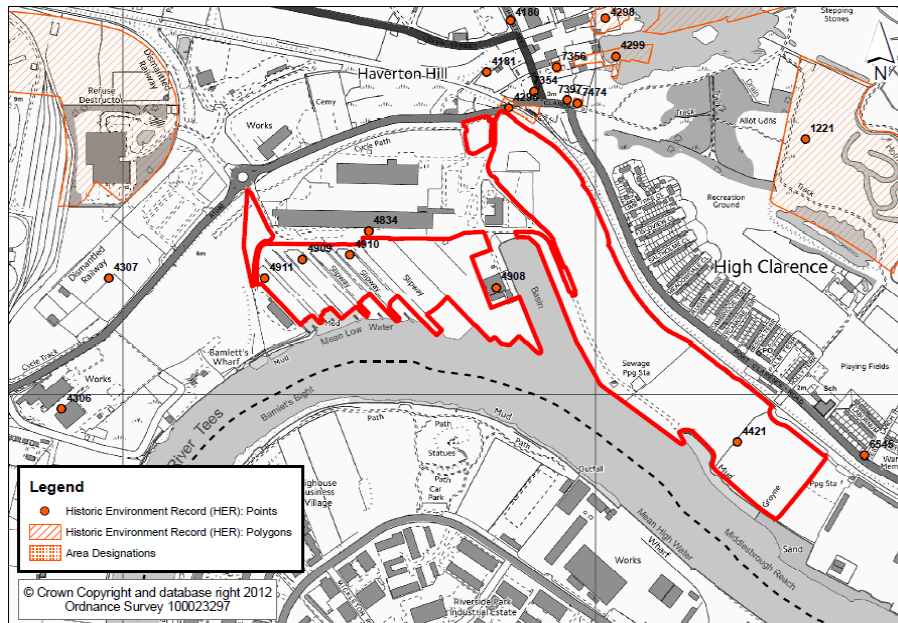
## 3.20 Haverton Hill

### Historic Landscape Characterisation Summary:



The allocation falls within two HLC areas. The western part of the allocation (HNY20677) is identified as industrial with invisible legibility and summarised as ‘an extensive industrial complex on the north side of the River Tees. The predominant industry is chemical established by I.C.I in the 1920s/30s. The area is dominated by large silos, cooling towers and overground pipework’. The eastern part of the allocation (HNY6173) is identified settlement. However, it is considered that this refers to the settlement of Port Clarence rather than the area for allocation.

### Historic Environment Record



### Designated Heritage Assets within allocation

There are no designated Heritage Assets within the site

### Designated Heritage Assets within vicinity of the allocation

There are no designated Heritage Assets within the vicinity of the site

### Historic Environment Records (other than designated heritage assets)

Within site

- 4911 - Air Raid Shelter - World War II
- 4909 - Air Raid Shelter - World War II
- 4910 - Air Raid Shelter - World War II
- 4421 - Allhusen Saltworks - 19<sup>th</sup> century
- 4834 – Furness Shipyard - 20<sup>th</sup> century

Within vicinity of the site

- 4908 - Blacksmiths Workshop - 20<sup>th</sup> century
- 6545 – Haverton Hill and Port Clarence War Memorial - 20<sup>th</sup> century
- 4296 – Haverton Hill Railway Station - 19<sup>th</sup> century
- 7354 – 1a Hope St, terraced house – 19<sup>th</sup> century
- 7397 – 15-17 Clarence St, terraced house – 19<sup>th</sup> century
- 7474 - The Queen’s Head Public House - 19<sup>th</sup> century
- 4181 – Haverton Hill Glass Works – 19<sup>th</sup> century

### **Past Disturbance**

The site is land reclaimed from the banks of the River Tees from the mid 19<sup>th</sup> century onwards. It is likely that 3-4m of foundry waste overlies the original tidal mud flat.

### **Archaeological Potential**

There are a number of HER records both within and in the vicinity of the site, mostly relating to the industrial and wartime past of the area. These have a high archaeological potential, particularly the Allhusen Saltworks in the eastern part of the site which appear to survive as earthworks.

### **Site Sensitivity to change:**

#### Archaeology

The development of the allocation is unlikely to result in damage to pre-industrial archaeological remains.

#### Historic Landscape Character

The allocation is located within area of Industrial character and Settlement character. It is considered that the area of settlement relates to Port Clarence rather than the allocation and, given the industrial surroundings, it is unlikely that development of the allocation will lead to a significant change to the historic character.

### **Potential Implications for the Wider Area.**

Due to the nature of the surrounding development and the past use of the site, no implications have been identified.

### **Planning Recommendations for Allocation**

#### Policy Recommendations

No policy recommendations are considered necessary.

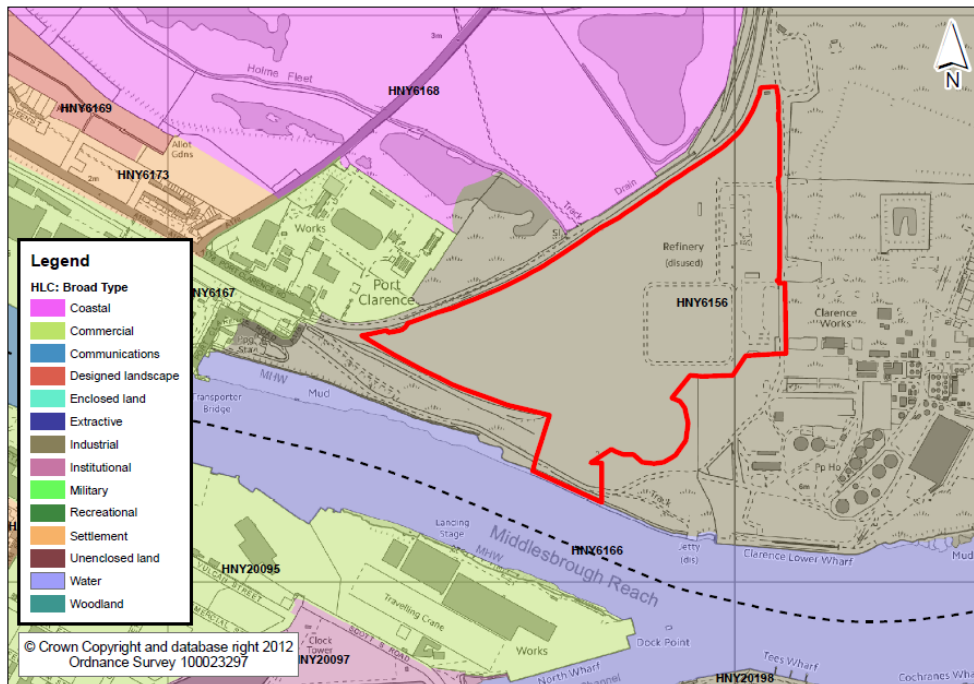
#### Application Recommendations

Previous planning applications for the Furness Shipyard site have resulted in a full photographic record of existing structures and buildings being placed on public record. No further archaeological work is recommended for this part of the area. The site of the Allhusen Saltworks appears to be a rare example of a saltworking complex from the 1880s and has significant archaeological potential. An archaeological desk-based assessment and walkover survey should be undertaken and a report detailing the results submitted with any planning application to develop this site (NPPF para 128). The desk-based assessment should include an assessment of the potential impact of the proposed development upon Heritage Assets within and adjacent to the site. Further archaeological evaluative fieldwork may be necessary prior to the determination of the application to assess the archaeological potential of the site. The archaeological assessment will inform the development of a strategy, if appropriate, to mitigate the potential archaeological impact of the proposed development; this strategy may include designing the development to avoid impacting archaeological deposits worthy of conservation.

## **3.21 Port Clarence**

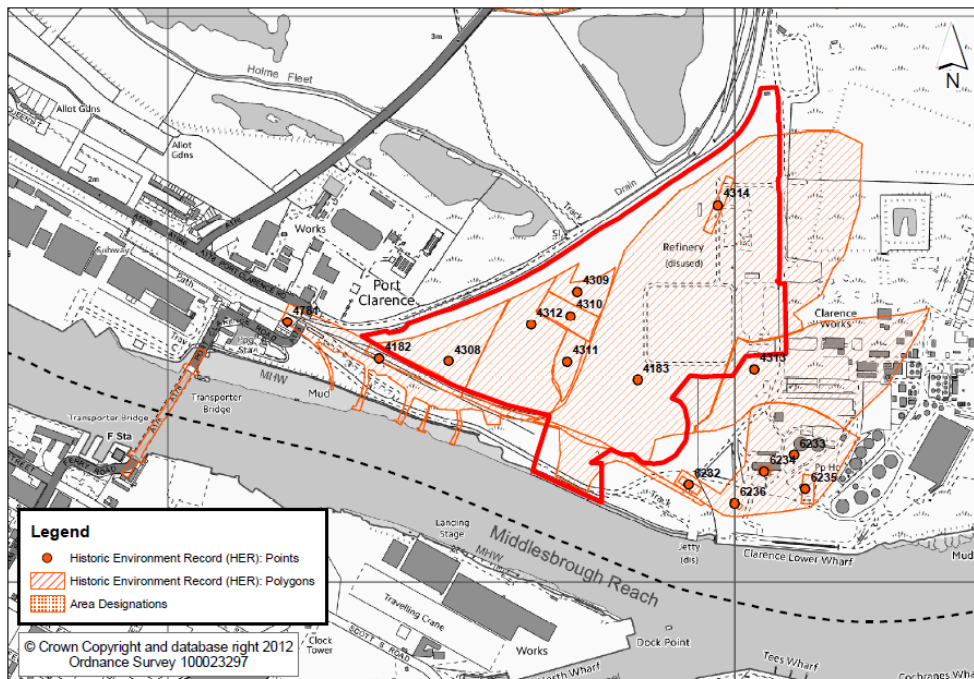
### **Historic Landscape Characterisation Summary:**





The allocation is identified as being industrial (HNY6156) within the HLC. The HLC summary identifies that *'this is a large active chemical industry at Tees Mouth, it has large buildings and fragmentary legibility after undergoing reclamation and new development since 1962 when ICI purchased the Seal Sands area'*.

### Historic Environment Record



### Designated Heritage Assets within allocation

There are no designated Heritage Assets within the site

### Designated Heritage Assets within vicinity of the allocation

There are no designated Heritage Assets within the vicinity of the site

#### Historic Environment Records (other than designated heritage assets)

##### Within site

- 4182- Staith - 19<sup>th</sup> century
- 4308 - Clarence Saltworks - 19<sup>th</sup> century
- 4312 - Soda Works - 19<sup>th</sup> century
- 4309 - Lime Works - 19<sup>th</sup> century
- 4310 - Chlorine Works - 19<sup>th</sup> century
- 4311 - Gas Works - 19<sup>th</sup> century
- 4183 – Bell Brothers Iron Working Site - 19<sup>th</sup> century
- 4314 – Saltworks - 19<sup>th</sup> century

##### Within vicinity of the site

- 4313 – Saltworks - 19<sup>th</sup> century
- 6233 – Old Port Clarence Workers Village - 19<sup>th</sup> century
- 6235 - School - 19<sup>th</sup> century
- 6234 – Mission Church - 19<sup>th</sup> century
- 6236 - Reading Room - 19<sup>th</sup> century
- 6232 - Old Cottages terraced house - 19<sup>th</sup> century
- 4781 - Signal Box - 20<sup>th</sup> century

#### **Past Disturbance**

The site has been used extensively for industrial uses during the 19<sup>th</sup> century.

#### **Archaeological Potential**

A scheme for the remediation of the western half of the site (06/2441/FUL) included a condition stating that ‘No development shall take place within the development area until the applicant... has completed the implementation of a phased programme of archaeological work in accordance with a written scheme of investigation submitted by the applicant and approved in writing by the local planning authority’.

Following remediation this condition was discharged with the site being identified as having low potential for further archaeological interest.

#### **Site Sensitivity to change:**

##### Archaeology

Remediation is likely to have destroyed all archaeological potential.

##### Historic Landscape Character

Land is to be allocated for employment uses this is in accordance with the industrial historic landscape character of the area.

#### **Potential Implications for the Wider Area**

Due to the location of the allocation, no implications have been identified for the wider area.

#### **Planning Recommendations for Allocation**

Policy Recommendations

No policy recommendations are considered necessary.

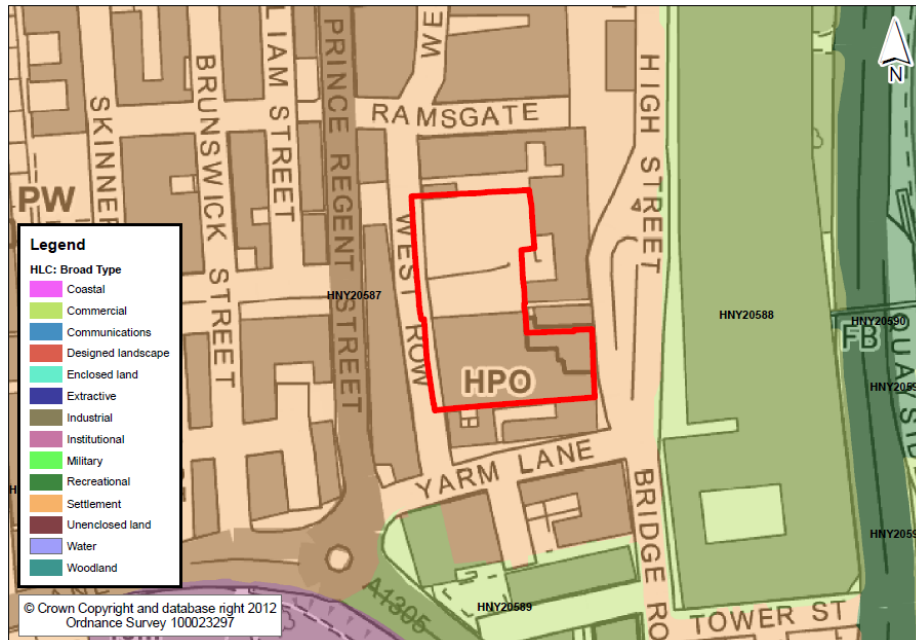
Application Recommendations

No recommendations

## 4. Other Allocations

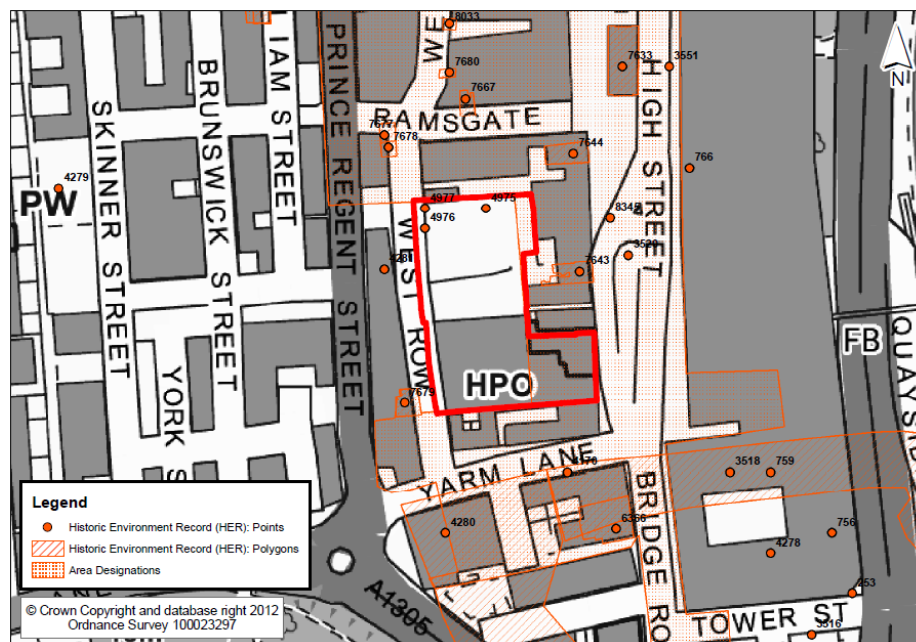
### 4.1 Land to the Rear of 90-101A High Street

#### Historic Landscape Characterisation



The site is located within a settlement area (HNY20587). This area comprises the main shopping streets of Stockton Town Centre. The general character centres around the wide central High Street that was laid out in the 12th or 13th century with long burgage plots to either side.

#### Historic Environment Record



#### Designated Heritage Assets within allocation

- The allocation is located within Stockton Conservation Area

#### Designated Heritage Assets within vicinity of the allocation

- 7679 – 50 West Row listed Grade II – 19<sup>th</sup> century
- 6366 - The County Court listed Grade II – 19<sup>th</sup> century
- 7643 – 96 High Street listed Grade II – 18<sup>th</sup> century
- 7677 – 26 West Row listed Grade II – 19<sup>th</sup> century
- 7678 – 28 West Row listed Grade II – 19<sup>th</sup> century
- 7680 – 29 West Row listed Grade II - 19<sup>th</sup> century
- 7633 – The Shambles market listed Grade II – 18<sup>th</sup> century
- 7644 – 104 and 105 High Street listed Grade II – 18<sup>th</sup> century
- 7667 – 16 Ramsgate listed Grade II – 19<sup>th</sup> century

#### Historic Environment Records (other than designated heritage assets)

##### Within site

- 4975 – Exchange Hall – 19<sup>th</sup> century
- 4977 – Air Raid Shelter – WWII
- 4976 – Well – 19<sup>th</sup> century

##### Within vicinity of the site

- 3518 – Stockton Castle Moat – Medieval
- 4280 – Timber Yard – 19<sup>th</sup> century
- 4170 – Gas Works – 19<sup>th</sup> century
- 759 – Coin – Roman
- 756 – Stockton Castle – Medieval
- 4278 – Castle Brewery – 19<sup>th</sup> century
- 795 – Manor House – Post Medieval
- 4281 – Stockton Iron Foundry – 19<sup>th</sup> century
- 5284 – 16 West Row – 19<sup>th</sup> century
- 8033 – 23 West Row – 19<sup>th</sup> century
- 3510 – Blue Posts Building – Medieval
- 766 – The Black Lion Coin Hoard – Post Medieval
- 3520 – The Borough Water Pump – 17<sup>th</sup> century
- 8345 – Well – 18<sup>th</sup> century

#### **Past Disturbance**

The site has had previous built development associated with long burgage plots to this side of the High Street.

#### **Archaeological Potential**

Archaeological evaluation of the northern part of the site has been previously undertaken. This demonstrated substantial truncation by infilled basements and an air raid shelter. No further archaeological work would be required in this part of the development area. The southern part of the site is within the historic core of the town and has an untested archaeological potential.

#### **Site Sensitivity to change:**

##### Archaeology

Given the location of the site in the heart of the medieval town further field evaluation would be necessary in the southern part of the site to properly assess the archaeological significance of medieval and later deposits.

#### Historic Landscape Character

The principal of regeneration on the site will be inline with the historic landscape character of the area. However, the site was typified by long burgage plots and redevelopment may alter this.

#### **Impact on Heritage Assets**

Any potential development within the conservation area has the potential to impact on the significance of this designated heritage asset and those heritage assets within.

#### **Implications for the Wider Area**

This has been considered under the 'impact on heritage assets' section above.

#### **Planning Recommendations for allocation**

##### Policy Recommendations

No policy recommendations are considered necessary. Impact on the conservation area and adjacent listed buildings will be considered at application stage in accordance with adopted policy.

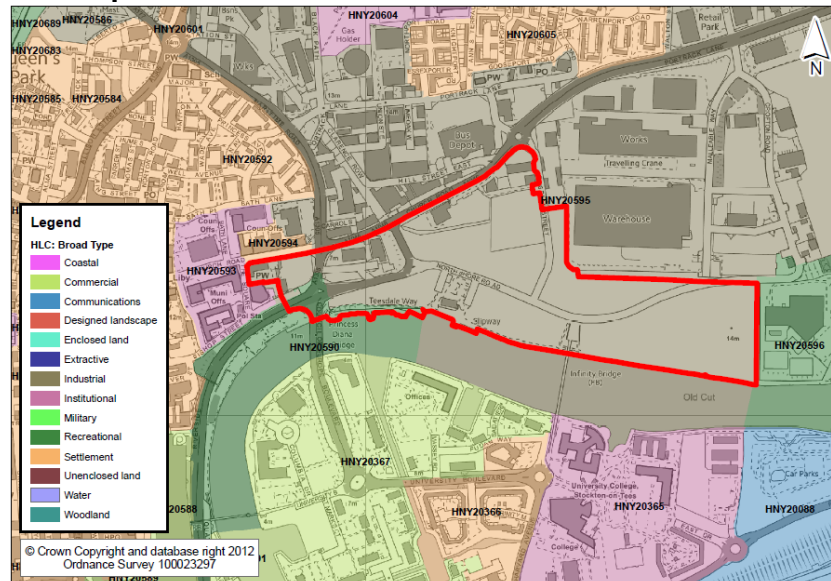
##### Application Recommendations

Given the location of the site in the heart of the medieval town further field evaluation would be necessary in the southern part of the site to properly assess the archaeological significance of medieval and later deposits.

Applications will be accompanied by a heritage impact assessment to fully consider the potential impact of development on the significance of the conservation area and heritage assets within.

## 4.2 North Shore

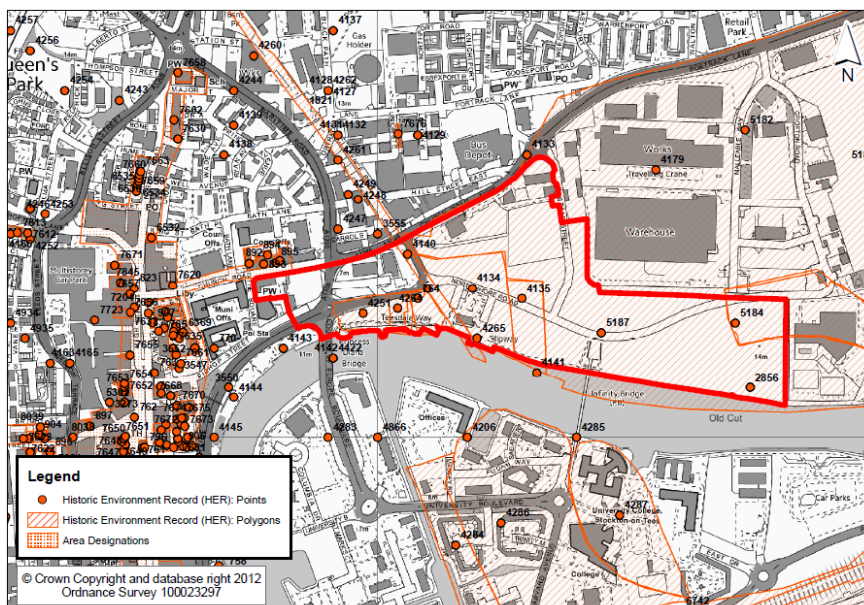
### Historic Landscape Characterisation



The majority of the site is located within an industrial area (HNY20595). This is an area of light to heavy industry with some direct retail. The area was industrialised by the mid-19th century with brickworks, shipyards, iron and steel works and railway infrastructure.

A small part of the south western corner is located with a recreational area (HNY20590). This linear area represents the river side at Stockton on Tees. The main built feature is the A1046 (Riverside Road) with a green belt to its east following the hard edges of the Tees. The area includes the Princess Diana Bridge of the mid 1990s.

### Historic Environment Record



### Designated Heritage Assets within allocation

There are no designated assets within the allocation.

#### Designated Heritage Assets within vicinity of the allocation

- Stockton Conservation Area.
- 892 – 70 and 72 Church Road listed Grade II\* – 18<sup>th</sup> century
- 893 – 74 and 76 Church Road listed Grade II\* – 18<sup>th</sup> century
- 894 – 78 Church Road listed Grade II\* – 18<sup>th</sup> century
- 895 – 80 Church Road listed Grade II\* – 18<sup>th</sup> century
- 5413 – 82 Church Road listed Grade II – 18<sup>th</sup> century
- 3511 – Church of St Thomas listed Grade I – 18<sup>th</sup> century
- 7620 – 16 Church Road listed Grade II – 18<sup>th</sup> century
- 7636 – Jackson Tomb listed Grade II – 20<sup>th</sup> century
- 907 – War Memorial listed Grade II\* – 20<sup>th</sup> century
- 7637 – 16 High Street listed Grade II – 18<sup>th</sup> century
- 7635 – Metcalfe Tombstone listed Grade II – 18<sup>th</sup> century
- 7661 – The Sun Inn listed Grade II – 19<sup>th</sup> century
- 7634 – Gates of St Thomas listed Grade II – 18<sup>th</sup> century
- 7676 – Workshop/School, Union Street East listed Grade II – 19<sup>th</sup> century

#### Historic Environment Records (other than designated heritage assets)

##### Within site

- 4265 – N.E.R. North Shore Branch Railway – 19<sup>th</sup> century
- 4140 – Brickearth Pit – 19<sup>th</sup> century
- 4179 – Stockton Malleable Works Ironworking Site – 19<sup>th</sup> century
- 4134 – Brickearth Pit – 19<sup>th</sup> century
- 4135 – Brickearth Pit – 19<sup>th</sup> century
- 4250 – Coal Depot – 19<sup>th</sup> century
- 764 – Pottery Works – 19<sup>th</sup> century
- 4251 – Shipyard – 19<sup>th</sup> century
- 4264 – Bleach Works – 19<sup>th</sup> century
- 2856 – Wharf – Post Medieval
- 5187 – Stockton Ironworks – 19<sup>th</sup> century
- 5184 – Blue House Point brick and tilemaking site – 20<sup>th</sup> century

##### Within vicinity of the site

- 770 – Common Bakehouse – Medieval
- 4143 – Hubbacks Quay – 19<sup>th</sup> century
- 4142 – Ferry – 19<sup>th</sup> century
- 4422 – Ford – 19<sup>th</sup> century
- 3555 – Ainsworths Pottery Works – 19<sup>th</sup> century
- 4247 – Saw Mill – 19<sup>th</sup> century
- 4248 – Steam Mill – 19<sup>th</sup> century
- 4249 – Oil and Antifriction Grease Works – 19<sup>th</sup> century
- 4141 – Staith – 19<sup>th</sup> century
- 4133 – Brickearth Pit – 19<sup>th</sup> century

#### **Past Disturbance**

The majority of the site has been remediated and re-profiled. The remainder of the site consists of modern development and cleared land.



## **Archaeological Potential**

The site benefits from extant permission for a mixed use development. Whilst the majority of the site has a low archaeological potential there are several discrete areas where archaeological remains of early industries may exist. These include the former North Shore Pottery and various 18<sup>th</sup> century boat yards along the banks of the River Tees.

### **Site Sensitivity to change:**

#### Archaeology

The site allocation has potential for unrecorded archaeological remains and development of the site could lead to the destruction of archaeological deposits. However, it is considered reasonable to conclude that the allocation of the site for housing development will not be prevented by this potential, providing adequate consideration of this issues is given during any planning application process.

#### Historic Landscape Character

Mixed use development on the site will alter the historic landscape character of the area away from industrial.

### **Impact on Heritage Assets**

Any potential development adjacent to the conservation area has the potential to impact on the significance of this designated heritage asset and those heritage assets within.

### **Implications for the Wider Area**

This has been considered under the 'impact on heritage assets' section above.

### **Planning Recommendations for allocation**

#### Policy Recommendations

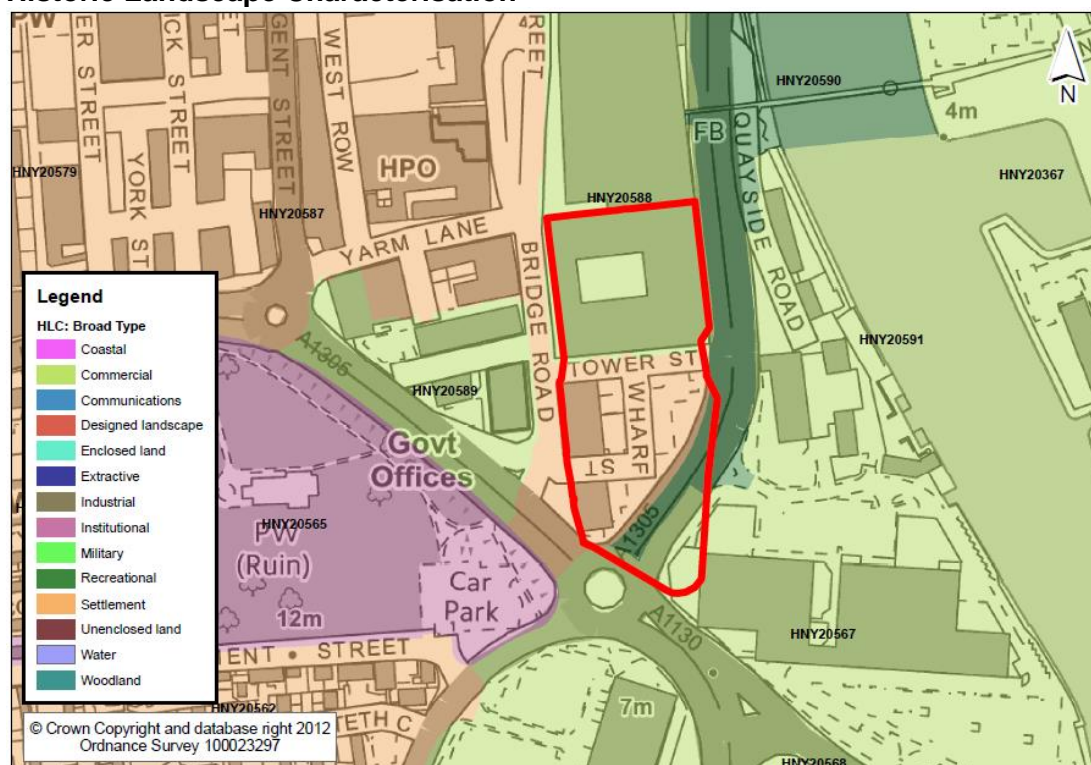
No policy recommendations are considered necessary. Impact on the conservation area and adjacent listed buildings will be considered at application stage in accordance with adopted policy.

#### Application Recommendations

There is an active planning condition for specific archaeological works on selected sites of interest.

## 4.3 Southern Gateway

### Historic Landscape Characterisation



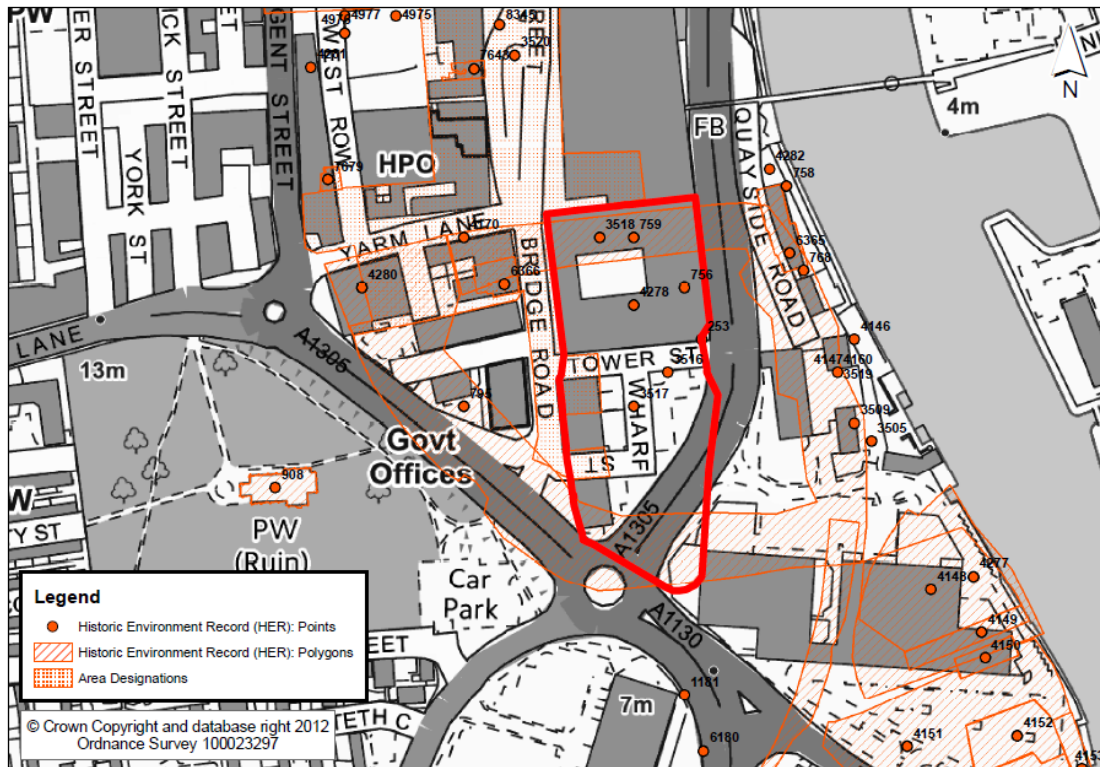
The part of the allocation to the north of Tower Street is located within a commercial area (HNY20588). This is a covered shopping centre of the mid-1960s lying to the east of the medieval High Street at Stockton. The centre includes a multi-storey car park and large hotel of approximately 7 storeys.

The central part of the site is located within an area of settlement (HNY20587). This area comprises the main shopping streets of Stockton Town Centre. The general character centres around the wide central High Street that was laid out in the 12<sup>th</sup> or 13<sup>th</sup> century with long burgage plots to either side.

The southern corner of the allocation is located within a commercial area (HNY20567). This character area comprises large retail units and transport infrastructure. To the south of Bridge Road are the retail outlets of Halfords (car supplies and cycles) and Matalan (clothing and homewares) housed in a warehouse style building.

In addition, a small part of the site, which primarily comprises of Riverside Road, is located within an area identified as being recreational (HNY20590). This linear area represents the river side at Stockton on Tees. The main built feature is the A1046 (Riverside Road) with a green belt to its east following the hard edges of the Tees. The area includes the Princess Diana Bridge of the mid 1990s.

### Historic Environment Record



#### Designated Heritage Assets within allocation

- Part of the allocation is located within Stockton Conservation Area

#### Designated Heritage Assets within vicinity of the allocation

- 6366 - The County Court listed Grade II – 19<sup>th</sup> century
- 908 – Holy Trinity Church listed Grade II\* – 19<sup>th</sup> century
- 7679 – 50 West Row listed Grade II – 19<sup>th</sup> century
- 6365 – Warehouse 2, Quayside Road listed Grade II – 19<sup>th</sup> century
- 6149 – 52 and 54 Bridge Road listed Grade II – 19<sup>th</sup> century
- 1278 – Stockton and Darlington Railway Booking Office listed Grade II\*– 19<sup>th</sup> century
- 6148 – 50 Bridge Road listed Grade II – 19<sup>th</sup> century
- 6150 – 56 Bridge Road listed Grade II –19<sup>th</sup> century

#### Historic Environment Records (other than designated heritage assets)

##### Within the site

- 3518 – Stockton Castle Moat – Medieval
- 759 – Coin – Roman
- 756 – Stockton Castle – Medieval
- 4278 – Castle Brewery – 19<sup>th</sup> Century
- 253 – Stockton Castle Excavation – Medieval
- 3516 – Stockton Castle building – Medieval
- 3517 – Stockton Castle Well – Medieval

##### Within vicinity of the site

- 3518 – Stockton Castle Moat – Medieval
- 4280 – Timber Yard – 19<sup>th</sup> century

- 4170 – Gas Works – 19<sup>th</sup> century
- 795 – Manor House – Post Medieval
- 3556 – Stockton and Darlington Railway – 19<sup>th</sup> century
- 4282 – Wharf – 19<sup>th</sup> century
- 758 – Coin – Roman
- 768 – Coin – Medieval
- 4146 – Windmill – 19<sup>th</sup> century
- 3519 – Stockton Castle Wall – Medieval
- 4147 – Staith – 19<sup>th</sup> century
- 4160 – Stockton and Darlington Railway – 19<sup>th</sup> century
- 3509 – Artefact – 17<sup>th</sup> century
- 3505 – Coin – Medieval
- 1181 – St John’s Well – 18<sup>th</sup> century
- 6180 – Archaeological Feature – 19<sup>th</sup> century
- 4150 – Saw Mill – 19<sup>th</sup> century
- 4277 – Shipyard – 19<sup>th</sup> century
- 4149 – Slipway – 19<sup>th</sup> century
- 4148 – Timber Yard – 19<sup>th</sup> century

### **Past Disturbance**

It is likely that there has been significant ground disturbance on the site.

### **Archaeological Potential**

The site overlies the medieval castle moat and its interior. The castle at Stockton was a high status residence of the Bishops of Durham. Urbanisation of the site from the 19<sup>th</sup> century has offered limited opportunities for archaeological assessment of the castle site.

### **Site Sensitivity to change:**

#### Archaeology

The castle site is archaeologically sensitive but integrity of deposits is likely to have been compromised by urbanisation. This said any discrete areas of survival are likely to be extremely significant.

#### Historic Landscape Character

The regeneration of this site has the potential to impact upon the historic landscape characterisation of this site.

### **Impact on Heritage Assets**

Any potential development within or adjacent to the conservation area has the potential to impact on the significance of this designated heritage asset and those heritage assets within.

### **Implications for the Wider Area**

This has been considered under the ‘impact on heritage assets’ section above.

### **Planning Recommendations for allocation**

## Policy Recommendations

No policy recommendations are considered necessary. Impact on the conservation area and adjacent listed buildings will be considered at application stage in accordance with adopted policy.

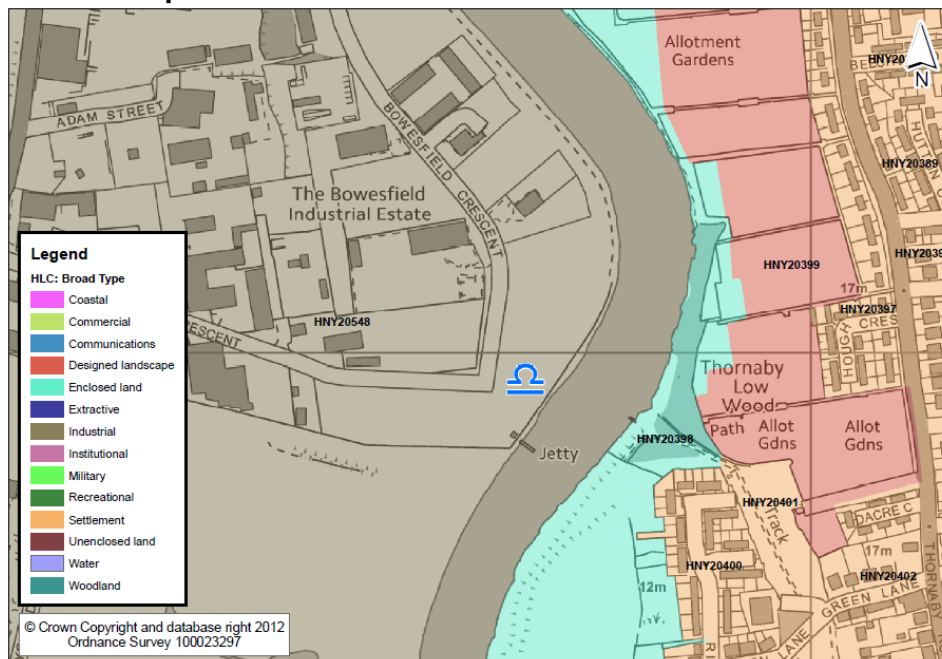
## Application Recommendations

The site has an extant planning permission with a conditioned scheme of archaeological works to assess the archaeological deposits following demolition of existing buildings and to devise a mitigation strategy for physical preservation or preservation by record.

Applications will be accompanied by a heritage impact assessment to fully consider the potential impact of development on the significance of the conservation area and heritage assets within.

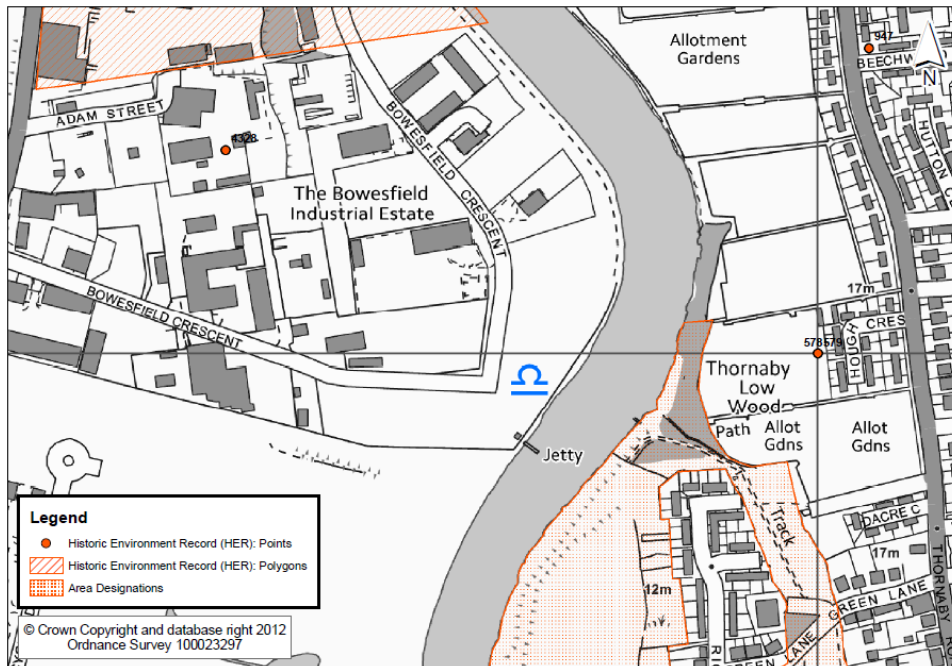
## 4.4 Bovesfield Marina

### Historic Landscape Characterisation



The site is located within an area that is identified as being industrial (HNY20548). This large character area comprises two industrial/retail estates plus various factories to the north of the A66. Yarm Road is the more commercial part of the area with a mixture of car dealerships, garden nurseries and a hotel.

### Historic Environment Record



Designated Heritage Assets within allocation

There are no designated Heritage Assets within the allocation

Designated Heritage Assets within vicinity of the allocation

There are no designated Heritage Assets within the vicinity of the allocation.

Historic Environment Records (other than designated heritage assets)

There are no other HER records within the site.

Within the vicinity.

- 4328 – Cement Manufacturing Site – 19<sup>th</sup> century
- 4329 – Tees Bridge Iron Works – 19<sup>th</sup> century
- 4330 – Richmond Iron Works – 19<sup>th</sup> Century

**Past Disturbance**

The site has been subject to remediation and has been re-profiled.

**Archaeological Potential**

Archaeological desk based assessment as part of separate proposals for the site have identified that the site has low archaeological potential unless deeply stratified deposits exist along the river banks.

**Site Sensitivity to change:**

Archaeology

Development of this site is unlikely to have a significant archaeological impact other than through deeper excavations for facilities such as a marina basin.

## Historic Landscape Character

The historic landscape character of this area has been identified as being industrial within the HLC. A marina and associated development would alter the character of the area. However, this development should be seen in the context of extant permission and modern development in south Bowesfield which is a mixed development comprising employment, residential and open space.

### **Impact on Heritage Assets**

No impacts on heritage assets have been identified

### **Implications for the Wider Area**

The allocation covers a relatively small area and, given its existing use and distance from any Heritage Assets, it is not considered that there will be any implications for the wider area from the allocation of this site.

### **Planning Recommendations for Allocation**

#### Policy Recommendations

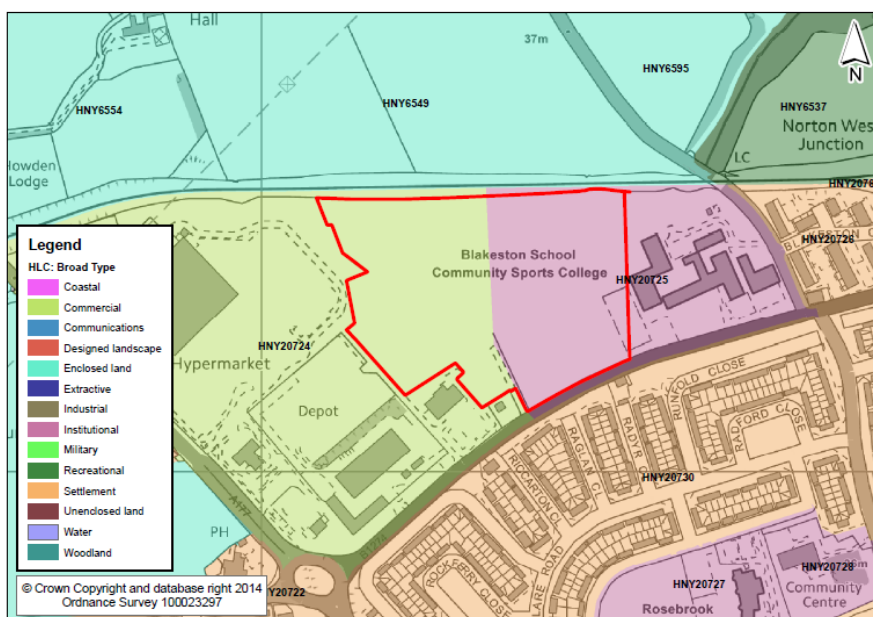
No policy recommendations are considered necessary.

#### Application Recommendations

Any application should consider the potential for deeply stratified material along the river bank and assess the potential impact of larger scale engineering such as construction of a marina basin.

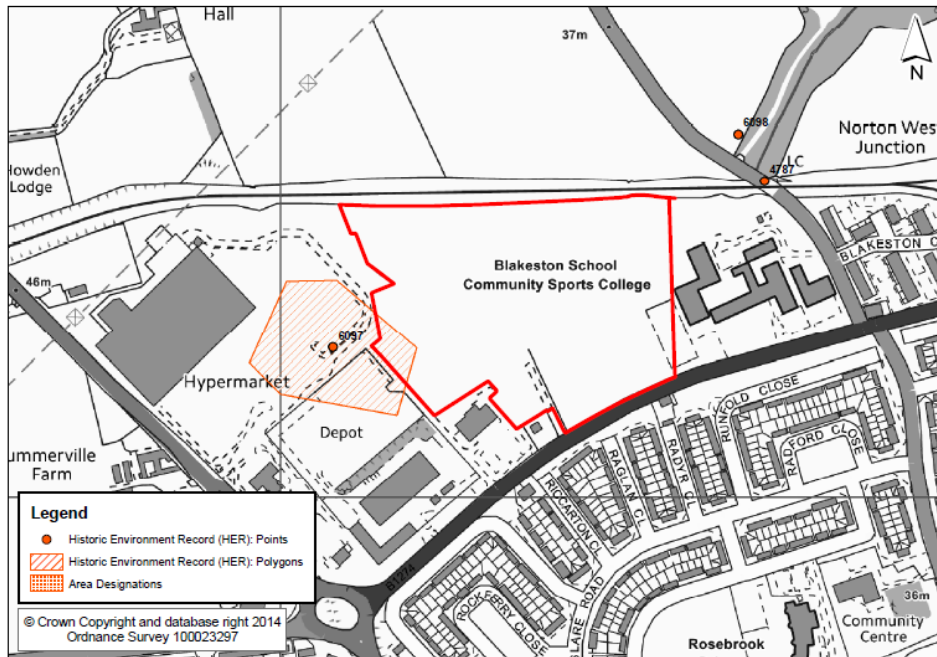
## **4.5 Former Blakeston School Cemetery/Crematorium**

### **Historic Landscape Characterisation**



The site is identified as being institutional (HNY 20725) and commercial (HNY20724). The school lies to the north of Junction Road. The site comprises former plating fields associated with the former secondary school. The commercial area is dominated by a large superstore (managed in 2009 by Tesco). The store is housed in a clad warehouse style building with extensive car parking areas to its south along with a petrol station.

### Historic Environment Record



### Designated Heritage Assets within Allocation

There are no designated Heritage Assets within the site.

### Designated Heritage Assets within Vicinity of Allocation

There are no designated Heritage Assets within the vicinity of the site

### Historic Environment Records (other than designated heritage assets)

Within site:

- 6097- Armament Depot- World War II

Within vicinity of the site:

- 4787 – Norton West Signal Box – 19<sup>th</sup> century
- 6098 – Pill Box FW3/22 - World War II

### Past Disturbance

The site is entirely greenfield being a sports pitches associated with the former secondary school. It is likely that some landscaping will have taken place.

### Archaeological Potential



No previous archaeological work has been undertaken on the site. Owing to this the site should be considered to have archaeological potential.

### **Site Sensitivity to change:**

#### Archaeology

The site allocation has potential for unrecorded archaeological remains and development of the site could lead to the destruction of archaeological deposits. However, it is considered reasonable to conclude that the allocation of the site for housing development will not be prevented by this potential, providing adequate consideration of this issues is given during any planning application process. There is the possibly of some physical preservation.

#### Historic Landscape Character

The change of use of the site will change the historic landscape character of this area which is identified as being institutional/commercial.

### **Impact on Heritage Assets**

The proposal will impinge slightly on the site of the World War II armament depot.

### **Implications for the Wider Area**

It is not considered that there will be any implications for the wider area from the allocation of this site.

### **Planning Recommendations for allocation**

#### Policy Recommendations

No policy recommendations are considered necessary.

#### Application Recommendations

An archaeological desk-based assessment and walkover survey should be undertaken and a report detailing the results submitted with any planning application to develop this site. The desk-based assessment should include an assessment of the potential impact of the proposed development upon Heritage Assets within and adjacent to the site. Further archaeological evaluative fieldwork may be necessary prior to the determination of the application to assess the archaeological potential of the site. The archaeological assessment will inform the development of a strategy, if appropriate, to mitigate the potential archaeological impact of the proposed development; this strategy may include designing the development to avoid impacting archaeological deposits worthy of conservation.