

Stockton-on-Tees Local Plan

**Regeneration and Environment Local
Development Document**

Preferred Options

Consultation Draft

July 2012

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1. Introduction

- 1.1 The Regeneration and Environment Local Development Document (LDD) will contain the planning policies which will shape development in Stockton-on-Tees until 2029. Once it becomes adopted Council policy, it will deliver the aims and objectives of the Council's Core Strategy, which was adopted in March 2010. This document sets out the Council's 'Preferred Options' for the policies that will be included in the LDD.
- 1.2 The Regeneration and Environment LDD will include a revised Housing Spatial Strategy and will identify sites for housing, employment, transport infrastructure and key gateway and regeneration sites and set out a suggested approach for each of them. The revised Housing Spatial Strategy will ensure that the Borough's housing requirement to 2029 will be met. The housing policies were previously included in the adopted Core Strategy but have been reviewed. An Issues and Options consultation regarding the Core Strategy Review (CSR) of housing options was undertaken in summer 2011. There will also be policies which designate green wedges, limits to development and character areas, and others which set standards for development to be applied across the Borough.
- 1.3 The Regeneration and Environment LDD was originally intended to be three separate Development Plan Documents (DPD): the Regeneration DPD, the Environment DPD and the Yarm and Eaglescliffe Area Action Plan. The three documents were brought together in a single document in the 2012 Local Development Scheme (the document that sets out the timetable the Council will follow in the production of its planning policy documents). The 'Issues and Options' relating to all three documents have been subject to public consultation but had not progressed to the 'Preferred Options' stage for various reasons.
- 1.4 Local Planning Authorities are now encouraged to reduce the number of Local Development Documents they produce where possible. Combining planning documents in this way will make the plan preparation process more efficient and easily understood. The Local Town and Country Planning (Local Planning) (England) Regulations 2012 also changed the terminology relating to Local Development Frameworks and Development Plan Documents. The suite of documents previously referred to as the Local Development Framework will now be referred to as the Local Plan, with constituent documents being referred to as Local Development Documents (LDD). The table below shows the outputs for the three previously separate DPDs and the CSR which will now be included in the Regeneration and Environment LDD.

Functions of the previously separate documents	
Previous document	Function now fulfilled by the single document
Core Strategy Review of housing options	<ul style="list-style-type: none"> • To amend the housing spatial strategy in the adopted Core Strategy • To identify the sites that will deliver the housing spatial strategy
Regeneration DPD	<ul style="list-style-type: none"> • To allocate the sites which will deliver the vision contained in the adopted Core Strategy and its objectives in accordance with the spatial strategy and to set out related policies. The site specific allocations are for land uses relating to housing, limits to development and green wedges, employment, retail, renewable energy development, mixed use developments, transport, regeneration and all land uses affected by, or affecting modes and patterns of transport and development policies relating to areas of special character.
Environment DPD	<ul style="list-style-type: none"> • To deliver the natural and historic environment aspects of the Core Strategy policies CS1 'The Spatial Strategy', CS3 'Sustainable Living and Climate Change', CS4 'Economic Regeneration', CS6 'Community Facilities', CS10 'Environmental Protection and Enhancement'
Yarm and Eaglescliffe Area Action Plan	<ul style="list-style-type: none"> • To provide detailed policies and proposals to guide future development opportunities within Yarm and Eaglescliffe

How will this document integrate with other planning policy?

- 1.5 The preferred options in this document are consistent with the national policy requirements including those set out in the recently published NPPF. However, this document does not seek merely repeat existing guidance other than where absolutely necessary to provide context. Where an issue is deemed to be sufficiently addressed by a higher tier planning document, no local policies are included but reference is made to where the relevant policy is addressed.
- 1.6 Stockton-on-Tees Local Plan was adopted in June 1997 and Alteration Number 1 to the Adopted Local Plan was adopted in March 2006. As the documents of the new Local Plan reach adoption, the old Local Plan policies will be replaced (as has been the case with the adoption of the Core Strategy). A schedule of saved Local Plan policies that are

proposed to be superseded by policies in the Regeneration and Environment LDD is contained at Appendix 2.

What is the evidence base for this document?

- 1.7 The Evidence Base is the information and data gathered by local authorities to justify the 'soundness' of the policy approach. All Local Development Documents will need to be founded on an up to date and robust evidence base. Documents which make up the evidence base for the Regeneration and Environment LDD are listed Appendix 1 of this report.

What is the purpose of this consultation?

- 1.8 The National Planning Policy Framework states that 'early and meaningful engagement and collaboration with neighbourhoods, local organisations and businesses is essential'. Following four thorough and wide ranging consultations on issues affecting the Borough and options for resolving them and delivering the Core Strategy's objectives, this consultation aims to proactively engage a wide section of the community.
- 1.9 In April 2012, the Town and Country Planning (Local Planning) (England) Regulations replaced previous regulations on the preparation of Local Development Documents¹. Prior to 2008, there was a requirement for separate 'Issues and Options' (Regulation 25) and 'Preferred Options' (Regulation 26) stages. Since 2008, this has not been legally required, however for the purposes of the Regeneration DPD and the Environment DPD it has been decided that it is appropriate to retain both an 'Issues and Options' and 'Preferred Options' stage. This is to ensure that all stakeholders are engaged from the outset and have the opportunity to influence policy formulation to make the document locally distinctive. This approach has been carried forward into the single document.
- 1.10 The Core Strategy Review of housing options, the YEAAP DPD, the Regeneration DPD and the Environment DPD have each already had an Issues and Options consultation. Therefore, all four documents are at a parallel stage and can be combined into one document preparatory to becoming a single LDD. The comments made to the issues and options report by the public and stakeholders are detailed within the consultation statement available alongside this report. These comments have been used to develop the Preferred Options policies detailed within this report.

How to Comment

¹ Town and Country Planning (Local Development) (England) Regulations 2004 as amended by the 2008 and 2009 Regulations

- 1.11 The preferred options paper presents the chance to consider how the preferred policy options might deliver broader local community priorities and test whether those choices fit well with national policy and guidance. It is important that you let the Council have your views on which options you consider are the most appropriate for Stockton Borough.
- 1.12 This is the second stage of the consultation process. The views of the local community and other statutory consultees will be taken into account to produce the Publication LDD. We will take your comments into account; balancing them against other comments, national policies and existing local circumstances.
- 1.13 A consultation period of 8 weeks from 30 July 2012 to 24 September 2012 will be given for people to make formal representation on the Preferred Options Report. In order to take your comments into account, we need to receive them during the consultation period. This means that the process is transparent and everyone can see how our policies have developed. Please return comments by Monday 24th September 2012.
- 1.14 Following this consultation, the Council will prepare the Publication Draft document, taking into account any comments received at the Preferred Options Stage. The public and stakeholders will then be given the opportunity to comment on the 'soundness' of the Publication Draft document.
- 1.15 You can make comments on the Regeneration and Environment LDD in the following ways:
- **Online:** you can download copies of this document, its supporting information and the response questionnaire at www.stockton.gov.uk/regenerationandenvironment. You can also submit comments via the website.
 - **E-mail:** you can e-mail your response to us at spatialplans@stockton.gov.uk
 - **By post:** you can post your response to us at Planning Service, Stockton-on-Tees Borough Council, Municipal Buildings, Church Road, Stockton-on-Tees, TS18 1LD.
 - **In person:** You can also visit us to view any documents during normal office hours. If you would like to speak to an officer about this consultation, please contact us on 01642 526050 or at spatialplans@stockton.gov.uk to make an appointment.
- 1.16 If you are a member of a group or organisation, please let us know whether you are responding on your own behalf or as a member of that body. If you are responding on behalf of a group or organisation, you

should make sure that the full range of members' views is represented. You can include a variety of views on an issue where necessary.

- 1.17 Please be aware that your comments will be made publicly available on our website, in our offices, and in subsequent publications (your personal details, such as email address, postal address and signature will remain confidential).
- 1.18 Please complete a separate form for each of your comments and ensure that your comments clearly state the paragraph and section of the document you are referring to.

How we use your information

- 1.19 Your name and any comments you make in this form will be placed on file for the public to view; therefore we are unable to accept anonymous comments. Such details may also be published in reports on the Council's website. Personal details such as email addresses, telephone numbers and signatures will not be made public.
- 1.20 Any other information you provide will be used to keep you informed about the progress of the Regeneration and Environment LDD and other Local Plan documents. In accordance with the Data Protection Act 1998 your information will be held securely on a database or within a file and will be treated in the strictest confidence. Your information will not be disclosed to any third parties unless the Council is lawfully obliged to disclose such information. Please let us know if you wish to be contacted in future about the progress of the Core Strategy Review and other Local Plan documents.

The Next Steps

- 1.21 The next stages in this process are set out below:

Stage	Content
Publication consultation	Analyse the comments received during the Preferred Options consultation. Produce the Publication Draft of the document.
Submission	Analyse the comments received during the Publication Draft consultation. Produce the 'Submission' document and submit it to the Secretary of State. There is no consultation period at this stage.
Examination-in-Public	Assessment of the document by an independent inspector.
Publication of the Inspector's Report	The Council publishes the Inspector's Report following its receipt.
Adoption of the Regeneration and Environment LDD	The Regeneration and Environment LDD is published by the Council.

Supporting Documents

Sustainability Appraisal Scoping Report

- 1.22 In 2005 a Sustainability Appraisal (SA) Scoping Report was produced. This related to the Core Strategy and the Regeneration DPD. This SA Scoping Report has since been updated to inform the Regeneration DPD and the Environment DPD. This updated SA Scoping Report was subjected to a five-week public consultation from April 2009. A Scoping Report for the Core Strategy Review was subjected to a five-week consultation period from March 2011.
- 1.23 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.

Issues and Options SA Appraisal

- 1.24 The issues and Options reports were supported by the Sustainability Appraisal and Strategic Environmental Assessment Scoping Report required by EU Directive EC/2001/42. The Issues and Options of the Regeneration DPD and the Environment DPD were appraised using the Sustainability Objectives established through the updated SA Scoping Report. The Issues and Options of the Core Strategy Review were appraised using the separate Core Strategy Review Scoping Report. The appraisals of the options have informed the development of the emerging Preferred Options.

Habitat Regulations Assessment

- 1.25 The EC Habitats directive Articles 6.3 and 6.4 requires that all plans and projects, not directly connected to or necessary for the management of sites designated as of European importance for their nature conservation value, are assessed for their likely impacts upon these sites.
- 1.26 The policy options of the Regeneration and Environment LDD will be screened to determine whether the plan is likely to have a significant effect on a European site. The results of the screening process will then determine whether an appropriate assessment of the plans affects on the integrity of the site is required. It will also be used to inform the development of preferred options. A report for the Habitat Regulation Assessment will be published for consultation alongside this Preferred Options paper.

Other supporting documents

- 1.27 Also supporting the Core Strategy Review, Regeneration and Environment LDD are the following documents:
- Consultation Statement. This will outline the consultation undertaken at the Issues and Options stage for the YEAAP DPD, the Regeneration DPD, the Environment DPD and the CSR; and
 - Infrastructure Strategy. This will set out how and when proposals within the preferred options document will be implemented, funding sources and responsibility for the implementation of projects.

Monitoring and Implementation

- 1.28 The Planning Service has produced an Annual Monitoring Report (AMR) every year since 2005. The AMR:
- reviews progress in terms of local development documentation preparation against the timetable and milestones in the Local Development Scheme;
 - assesses the extent to which policies in the local development documents are being implemented;
 - if policies are not being implemented, explains why and set out how implementation will take place, or whether the policy is to be amended or replaced;
 - considers whether policies in the local development document need adjusting or replacing because they are not working as intended;
 - considers whether the policies need changing to reflect changes in national or regional policy; and
 - sets out whether policies need to be amended or replaced
- 1.29 In accordance with the Localism Act and its regulations, the AMR will become an Authority Monitoring Report. It will be a matter for each council to decide what to include in their monitoring reports while ensuring that they are prepared in accordance with relevant UK and EU legislation. In the context of the Regeneration and Environment LDD, local indicators will be used to measure the implementation and effectiveness of the policies. The specific monitoring indicators and implementation plan for the policies in this document are found separately after each policy.

2. The Spatial Strategy

Presumption in favour of sustainable development

- 2.1 A cornerstone of the NPPF is the presumption in favour of sustainable development. This is in order to ensure a balanced approach between the three dimensions to sustainable development: economic, social and environmental. Because of the pivotal nature of this presumption it is necessary to acknowledge it as a policy within the Regeneration and Environment LDD.

Strategic Policy SP1 - Presumption in favour of sustainable development

- 1. When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.**
- 2. Planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.**
- 3. Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise - taking into account whether:**
 - Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or**
 - Specific policies in that Framework indicate that development should be restricted.**

Reasoned Justification

- 2.2 The Council is committed to a positive approach to development in order to meet the needs of the Borough, consistent with balancing the economic, social and environmental dimensions of sustainable development.

- 2.3 The documents that comprise the Local Plan provide a strong framework for how the Council, with the full engagement of local communities and other stakeholders, has determined the balance locally between the different dimensions of sustainable development.

The Housing Spatial Strategy

Introduction

- 2.4 This section identifies the Council's preferred Spatial Strategy for realising the objectives of the Core Strategy (adopted March 2010) and delivering the housing requirement.
- 2.5 The housing requirement for the period 2014 to 2029 of 8,250 dwellings (without taking into account 'cumulative performance' - that is housing delivery up to 2014). This is the period covered by the Core Strategy Review because it is expected that it will be adopted in 2014 and the NPPF encourages local plans to be drawn up using a 15-year time horizon. The housing requirement stated in the adopted Core Strategy for the period 2004 to 2024 is 11,140 dwellings to 2024. This is an average of 555 dwellings per year (figure rounded) and this figure has been rolled forward to 2029 to provide the requirement to for the period 2014 to 2029.
- 2.6 Core Strategy Policy 1 (CS1) - The Spatial Strategy, will retain its current sequential approach to housing site selection and this approach will be extended in order to identify sufficient housing sites to meet the identified housing requirement. Chapter 8 - Housing identifies the sites that have been selected for allocation using this approach and shows how their delivery will be phased. A buffer of 5% will be used as the benchmark for the maintenance of a 'rolling' 5-year supply of deliverable housing land. However, this will not be regarded as a ceiling for the supply of deliverable housing land in order to ensure other objectives are met.

Issues and Options consultation: You Told Us

- 2.7 In relation to the spatial strategy respondents were asked to consider whether housing development should be focused on a single large site or a number of smaller sites. There was support for both options; however the majority of respondents supported the allocation of a number of smaller sites. Points raised by consultation respondents included:
- The potential for the housing market to be dominated by one area of the Borough if large sites were selected
 - Facilitation of choice of both housing type and location
 - Need to ensure flexibility and deliverability, which could be limited on larger sites
 - Provision of adequate infrastructure for both large and small sites

- Potential to subdivide larger sites into medium and small sites to make these more acceptable
- Integration with the existing community and the delivery of sustainable communities.

2.8 The main CSR Issues and Options consultation document drew a distinction between sites which were within the conurbation and those which would be extensions to the urban area. However, responses to the consultation tended to focus on site specific issues, rather than relating to the strategic relationship between the sites and existing development in the Borough.

Village Development

2.9 The adopted Core Strategy states that The Planning the Future of Rural Villages. Study will assist the Council in applying its approach to housing proposals in the rural area. The study was updated in 2012 (see Appendix 4: The hierarchy of sustainability in the Planning the Future of Rural Villages in Stockton-on-Tees Borough - 2012 Update Report). Based on the sustainability hierarchy, and in support of the Core Strategy, the following policy recommendations are maintained:

- Infill development will be appropriate within Tiers 1 and 2. However, it will not be supported in Tiers 3 and 4 where residents have a greater reliance on the private car to access facilities. Infill development should respect the rural character and density of development in the villages.
- Where a need for affordable housing has been identified through detailed studies, it will be essential that rural exception sites are located in areas where facilities are present or can be accessed by sustainable means; this will allow occupants of affordable housing to be able to access the services and facilities they require to live and not become marginalised.

2.10 For the Regeneration DPD Issues and Options document consultation, a number of respondees commented that the Limits to Development for villages should be maintained particularly with reference to Maltby, Thorpe Thewles and Kirklevington although there were also some comments from consultants and landowners that the sustainability of villages could be enhanced by facilitating more development. Through the consultation process for the CSR, members of the public made a wide range of comments regarding villages. Points raised by consultation respondents included:

- The need to prevent coalescence between villages and the erosion of strategic gaps
- The need to retain village identity and community
- The availability of community facilities such as schools and shops was cited as a limit to new development, however the point was also made that new development would support these amenities.

- Some respondents were positive about small scale development in villages
- 2.11 Consultees were invited to respond to the statement ‘Should villages be allowed to get bigger by building houses on undeveloped land inside the village?’ About 450 respondees answered yes and about 400 respondees answered no, not at all. Consultees were also asked ‘Should villages be allowed to get bigger by building a small number of houses on undeveloped land around the village?’ About 200 respondees answered yes, although almost 500 respondees answered yes specifically in relation to the more sustainable villages, whilst about 400 responded no, not at all. The responses do not represent a clear and unambiguous mandate to change the Housing Spatial Strategy for rural areas but are rather broadly consistent with maintaining the current approach stated in the policy recommendations for Planning the Future of Rural Villages in Stockton-on-Tees Borough 2012 update report (see paragraph above). These recommendations are, therefore, incorporated into the Housing Spatial Strategy for the CSR.

Preferred Option

- 2.12 Our ‘Preferred Option’ continues to use the spatial strategy set out in the original Core Strategy (specifically points CS1.2, 1.3, 1.4 and 1.5), however, it is acknowledged that this approach will not provide sufficient dwellings to meet the Borough’s identified need.

Strategic Policy SP2 - Housing Spatial Strategy

- 1. To meet the additional need the council’s approach will focus on sites that can deliver the spatial strategy set out in the adopted core strategy (2010)**
- 2. Where this cannot meet the identified housing need, we will look to allocate sites that can deliver:**
 - **regeneration objectives and support disadvantaged communities**
 - **the housing need and demand identified in the tees valley strategic housing market assessment**
 - **sustainable communities with an appropriate and aspirational housing mix**
- 3. A site selection hierarchy, which places sustainability at the heart of the site selection process, has been used as the basis for determining the preferred options. this follows a sequential test approach, which prioritises sites in the following order:**
 - **Core Area sites - the most sustainable sites, in accordance with CS1.2 which states that priority will be given to previously developed land within the core area.**

- **The wider conurbation - the next sites in terms of sustainability in accordance with CS1.3 which states that the remainder of the housing sites will be located elsewhere within the conurbation, with priority given to sites that support regeneration.**
- **Adjacent to the conurbation - sites located adjacent to the existing conurbation**
- **New sustainable settlements - sites which can contribute to the creation of a new sustainable settlement**
- **Village sites - sites within or adjacent to sustainable rural villages, as defined in the latest update of the planning the future of rural villages study.**

The Housing Requirement

- 2.13 The CSR Issues and Options consultation document identified a housing delivery gap of 2,800 dwellings that needed to be addressed in order to deliver the housing requirement. During the process of producing the Preferred Options, it has become apparent that the housing delivery gap had increased to about 4,670 dwellings. This is because the delivery of some existing planning permissions is considered likely to be less than previous estimates, whilst the scheduled date of adoption for the CSR has moved forwards to January 2014. The Council has to plan for 15 years supply of housing from the date of adoption of the LDD. This means that the Council must now plan to 2029 which has added another year to the housing requirement (the annual housing requirement is 555 dwellings so this number has been added).
- 2.14 The NPPF requires local planning authorities to provide an additional buffer of 5% and states that this should be increased to 20% where there has been a record of persistent under-delivery of housing. This is specifically so that a rolling 5-year supply of deliverable housing sites can be maintained and to ensure choice and competition in the market for land. Over the period 2004 to 2012, 4405 dwellings have been delivered against a housing requirement of 4,730 dwellings. Taking into consideration that from 2008 onwards, conditions in the housing market have been very challenging, this is a strong housing delivery performance. Therefore, a buffer of 5% will be used as the benchmark for maintaining a 5-year supply of deliverable housing land.
- 2.15 However, the Council does not regard the additional 5% buffer as a ceiling and wishes to plan for higher delivery in order to ensure that housing need and demand are fully met and that its aspirations for

economic growth are delivered. For these reasons the number of homes that will be allocated is about 6,950 dwellings. It is anticipated that the number of dwellings on allocated sites that will be delivered during the plan period will be about 5,770 dwellings. Regeneration and Environment LDD Policy H2 - Housing Phasing and Implementation, sets out how delivery of the allocations will be phased. Point 5 of Regeneration and Environment LDD Policy H2 states that land allocated for housing will not be released for development if doing so would result in the housing requirement being exceeded by more than 20% at any given point in the plan period.

Delivering the Housing Requirement

Sites within the conurbation

- 2.16 Applying the sequential approach outlined in Regeneration and Environment LDD Policy SP2, sites within the Core Area and within the conurbation will be allocated for housing development. As well as aligning with Adopted Core Strategy Policy 1 (CS1) - The Spatial Strategy, and emerging policy on limits to development and green wedges, they are the most sustainable sites, are relatively small (and therefore in line with public opinion) and are largely brown field. Allocating all the sites in the Core Area and within the conurbation will deliver approximately 1,200 houses within the plan period. This means that sites adjacent to the conurbation will be required to make up the Borough's identified housing need.

Sites adjacent to the conurbation

- 2.17 Where applying the Spatial Strategy does not clearly indicate which sites are sequentially preferable a number of other factors will be taken into consideration. These are the ability of sites to meet regeneration objectives and to support disadvantaged communities, to meet the housing need and demand identified in the 2012 Tees Valley Strategic Housing Market Assessment (TVSHMA 2012), to provide sustainable communities with an appropriate and aspirational housing mix (including the ability to contribute towards executive housing provision). These factors have been used to differentiate between the sites adjacent to the conurbation.
- 2.18 The TVSHMA 2012 shows that demand exceeds supply in relation to 3 bedroom and 4+ bedroom properties, detached and flatted properties and for owner occupied and private rented properties in the Stockton housing sub-division. Stockton has a market housing shortfall of bungalows across most areas and 4+ bedroom and detached properties in the Core Area, Stockton and Thornaby Areas. It also shows that the Stockton housing sub division requires the greatest number of affordable dwellings, compared to other areas of the Borough. Development of the Harrowgate Lane site has the potential to contribute to meeting these needs. A site of this scale would also be

able to support the range of house types, sizes and tenures, which would encourage a sustainable community. In addition, if development in the northwest of the conurbation were encouraged, it would support wards which may benefit from investment, for example Hardwick and Roseworth. In this area, 'High Newham Court' Local Centre has a high vacancy rate and poor physical environment. It is likely that this will be subject to a regeneration scheme, and as a result it could be appropriately expanded to absorb the spending capacity generated from housing growth in the area.

- 2.19 The CSR Issues and Options consultation document included Land at Yarm Back Lane with an estimated yield of 3,120 dwellings. Allocating both the whole of the Yarm Back Lane site and the Harrowgate Lane site could result in an excessive impact on West Stockton. However, the land to the east of Yarm Back Lane (estimated yield 945 dwellings) has a better relationship to existing services and facilities than the larger site as it is closer to the existing residential area. Some mitigation will be required to improve the linkages into the existing residential area but it is anticipated that this will be achievable and will assist in the creation of a sustainable community. The site also shares with the Harrowgate Lane site a capacity to assist with the delivery of the market and affordable housing requirements identified in the TVSHMA 2012 for the Stockton housing sub division. Advice from the Highways Agency is that the development of sites to the west of Stockton has the potential to have a considerable impact on the A66 Elton interchange. The allocation of Land to the East of Yarm Back Lane will add to the developer resources available to mitigate the traffic impact at the A66 Elton Interchange. It is therefore proposed that Land to the East of Yarm Back Lane is allocated for 945 dwellings.
- 2.20 The CSR Issues and Options consultation document included a number of sites adjacent to the conurbation in the Yarm area. Development of these sites would not meet regeneration objectives or support disadvantaged communities. However, the TVSHMA 2012 identifies an annual requirement for 97 affordable dwellings in the Yarm, Preston and Eaglescliffe housing sub division. Development of the Yarm sites would contribute to meeting this need. It also shows that demand exceeds supply with some pressure on stock for 4+ bedroom and detached properties and bungalows. With regards to executive housing provision, the TVSHMA 2012 states that it will have a role in response to the need for diversification and expansion of the sub-region's economy and in contributing towards achieving wider population and economic growth objectives for the Region. Sites adjacent to the Yarm conurbation are likely to prove particularly attractive within the context of contributing towards executive housing provision. The Yarm sites have performed well against a number of the objectives included in the Sustainability Appraisal. In addition development of these sites may attract the provision of significant community benefits. Advice from the Highways Agency is that development of sites in Yarm would be unlikely to have a significant

effect on the Strategic Road Network although the Council's Highways team have identified that there are significant issues regarding the local road network and car parking in Yarm Town Centre that would need to be mitigated. Given the high land values associated with Yarm it is anticipated that the Yarm sites will be deliverable within a highways context. It is therefore, proposed to allocate Land at West Yarm for 300 dwellings and Land at South West Yarm for 735 dwellings.

New sustainable settlements

- 2.21 The allocation of the sites within the conurbation and the sites identified above adjacent to the conurbation will provide a total of about 5,650 dwellings. Regeneration and Environment LDD Policy SP2 identifies that the next category of sites within the sequential approach is new sustainable settlements and that these are classed sites which can contribute to the creation of a new sustainable settlement. A number of sites within the Wynyard area were identified in the CSR Issues and Options consultation document including Wynyard Hall Estate (estimated yield 300 dwellings) and Wynyard Park (estimated yield 1,000 dwellings). The Wynyard area, of course, includes a substantial existing residential community at Wynyard village. However, the allocation of a new site for housing at Wynyard on the scale provided by Wynyard Park would represent the creation of a new settlement. Such a new settlement would offer several advantages.
- 2.22 The TVSHMA 2012 identifies both a sub-regional and a regional role for executive housing provision in the Tees Valley. Wynyard village has proven to be an attractive executive housing location and makes a significant contribution to the Tees Valley executive housing offer. Making more land available for residential development in the Wynyard area will increase this contribution. A key issue in relation to Wynyard Village is that there are currently very few commercial and community facilities. However, these sites will provide the opportunity for comprehensive masterplanning to create a mixed-use development that will perform better in relation to the objectives in the Sustainability Appraisal.
- 2.23 Wynyard Park is currently designated as a Key Employment Location (KEL). One of the options given in the CSR issues and Options consultation document for the KEL is 'Allow a mixed-use development where housing is a significant part of the development mix'. The NPPF states that land allocations for employment should be regularly reviewed (paragraph 22). It is unlikely that all of the land identified for employment use at the KEL will be used for this purpose. In addition, the KEL was identified with specific reference to the prestige electronics and high-technology sectors but developer interest in these types of commercial uses has been limited. For these reasons the Council is supportive of the option of mixed-use development inclusive of both housing and employment uses.

- 2.24 A mix of housing and employment at Wynyard Park will have less of an impact on the Strategic Road Network than employment dominated development. However, the Highways Agency has identified that any additional housing development, over and above existing provisions, is likely to cause additional implications on the highway network. It is important for this reason that land is allocated on a sufficient scale to generate the considerable developer funding that will be needed for the mitigation of highways issues in the Wynyard area. It is therefore proposed to the Wynyard Hall Estate for 300 dwellings and Wynyard Park for mixed-use development inclusive of 1,000 dwellings. The allocation of these sites will provide an opportunity to improve the sustainability of Wynyard, which currently has few facilities and no public transport links and has the potential to make a significant contribution to the Tees Valley economy.

Sustainability Appraisal Summary

- 2.25 Regeneration and Environment LDD Policy SP2 is considered to be compatible with Sustainability Objectives that relate to strengthening the Stockton Borough economy, climate change, sustainable communities and sustainable transport, within the accompanying Sustainability Appraisal. This is because the policy establishes a site selection hierarchy, which prioritises the Core Area and the existing conurbation. Sites are asked to provide regeneration benefits and deliver sustainable communities. There are no identified conflicts between this policy and the Sustainability Objectives.

Guiding the location of development: Strategic Gaps, Green Wedges and Limits to Development

Introduction

- 2.26 Policy CS1 of the Adopted Core Strategy sets out the Spatial Strategy for development in the Borough. To deliver this strategy clear and unambiguous policies are required to direct development to the right locations. At the strategic level, the location of development is controlled by Strategic Gaps, Limits to Development and Green Wedge.
- 2.27 Policies relating to Limits to Development and Green Wedges have, in the past, sought 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. This approach was reflected in the adopted Stockton-on-Tees Core Strategy, as the Spatial Strategy Policy sought to concentrate development within the Core Area and remaining urban area, and to support appropriate development within rural areas and villages. This document proposes some changes to this approach by identifying housing sites which will expand the urban area. However, once new Limits to Development are

determined, development will be restricted to an expanded urban area and areas identified within Wynyard.

- 2.28 The theme of countryside and environmental protection is sustained in the Core Strategy through Policy CS10 - Environmental Protection and Enhancement which seeks to maintain the separation between settlements, together with the quality of the urban and environment through the protection and enhancement of the openness and amenity value of Strategic Gaps, which are reflected in the Limits to Development, and Green Wedges. Point 3 of Policy CS10 identifies the extent of Green Wedges.
- 2.29 Limits to Development and Green Wedge policies are long standing and have been successful in directing development to more sustainable locations and protecting the countryside, whilst at the same time supporting development requiring a rural location. On this basis the Council has decided that both policies are still relevant, but that the physical boundaries required some adjustment owing to changes in the Housing Spatial Strategy as well as Ordnance Survey base mapping, improvements in Geographic Information Systems technology and physical changes on the ground. In May 2010, the Council completed the 'Review of the Limits to Development and Green Wedges', which looked at the physical extent of both designations. In light of the review, this document sets out the Council's preferred approach to boundaries relating to Limits to Development and Green Wedges.

Issues and Options: you told us

- 2.30 The consultation regarding the Limits to Development and Green Wedges was undertaken within the Regeneration DPD Issues and Options document (September 2007). The following text summarises the comments received.

Green Wedge

- 2.31 The Regeneration DPD Issues and Options document discussed the purpose of the Green Wedge and gave two options for the future of the designation:
- Option 1: Maintain Green Wedges within the limits to development.
 - Option 2: Remove the Green Wedges from the limits to development thereby strengthening their protection from development.

You Told Us

- 2.32 A total of 64 responses were received to this option with 57 wishing for the green wedges to be removed from the limits to developments.
- 2.33 Respondee were resounding in their support for the protection of Green Wedges, some saw them as places where development should

be prohibited altogether, and retained for their recreation and wildlife corridors and buffer to development altogether. In other cases, where appropriate, recreation and leisure development, particularly based around the River Tees should be allowed.

- 2.34 It was also considered that the Green Wedge around Bowesfield should be reviewed as part of masterplanning to form a continuous and effective green corridor from the Surtees Bridge to the Bowesfield Wildlife Conservation Area. This is consistent with the recommendation in 'Review of the Limits to Development and Green Wedges'. However, it is no longer considered that the re-location of the commercial operations within this corridor is achievable.
- 2.35 Following the review of the physical boundaries of the Green Wedges, and their appropriateness and fitness for purpose, it is the Council's preferred draft approach to designate Green Wedges and for them to be placed outside the limits to development.

Limits to Development

- 2.36 The Regeneration DPD Issues and Options document presented three options for consideration in respect of the limits to development around the villages.
- Options 1: Consider modifying the limits to development of villages where doing so may enhance the sustainability of the villages.
 - Options 2: Consider modifying the limits to development where there are exceptional circumstances.
 - Option 3: Maintain the existing limits to development.

You Told Us

- 2.37 The responses to the Issues and Options document elicited a large number of objections to land which had been submitted to the Council for consideration as extensions to the limits to development at Thorpe Thewles and Maltby. Within those representations, reference is made to the options presented for the limits to development. A significant number of responses support the retention of existing settlement limits.
- 2.38 A number of representations were received to modify the limits to development and these have been addressed in the 'Review of the Limits to Development and Green Wedges' (May 2010). This document forms an evidence base report to this document.
- 2.39 The 'Review of the Limits to Development and Green Wedges' was undertaken prior to the review of the Housing Spatial Strategy. Much of the report remains valid (particularly in relation to the villages). However, the evidence will need to be re-visited in the context of the review of the Housing Spatial Strategy. This is because it is proposed

to allocate some sites for housing on land currently designated as Green Wedge or otherwise outside of Limits to Development. Where this is the case the designations will need to change and this will need to be mapped.

- 2.40 The Council's preferred approach is to amend the limits of development in line with the 'Review of the Limits to Development and Green Wedges' subject to the necessary revisions to that report as required by the housing site allocations made through the Regeneration and Environment LDD process.
- 2.41 The preferred draft policy is to direct development to within those limits, whilst supporting appropriate development outside of these limits.

Strategic Policy SP3 - Limits to Development

Outside the Limits to Development, the Council will support development which provides:

- a. Housing essential for farming, forestry or the operation of a rural based enterprise**
- b. Affordable housing meeting the rural exceptions policy**
- c. Appropriate farm diversification**
- d. Appropriate equestrian activity**
- e. A recreation or tourism proposal requiring a countryside location**
- f. Facilities adjacent to villages which are essential to their social and community needs**
- g. A suitable scale extension to an existing building**
- h. Other development requiring a countryside location for technical or operational reasons.**

The conversion, reuse and replacement of a suitable existing building will be supported in certain circumstances.

Reasoned Justification

- 2.42 Limits to Development seek to direct and support development in locations appropriate to their intended use. They are drawn around each settlement and by restricting development help to provide a high quality natural environment close to residential communities, thereby enhancing the quality of life in the Borough. In the countryside, beyond these limits, development will be supported where it requires a rural setting or meets other criteria set out within the policy.
- 2.43 Other considerations regarding scale, design and landscape character will also be important when considering proposals within the countryside; further detail regarding this as well as policies on the conversion, re-use and replacement of buildings, farm diversification,

and equestrian activity is provided in the 'Environmental Protection and Enhancement' section of this report.

Sustainability Appraisal Summary

2.44 Regeneration and Environment LDD Policy SP3 seeks to limit development within the countryside, while also allowing for the diversification of the rural economy. As a result, the policy has a positive relationship with Sustainability Objectives relating to the environment, social objectives and strengthening the economy of the Borough. There was no strong relationship identified with the objective relating to establishing a strong skills base, although there are also no potential incompatibilities identified between the policy and the Sustainability Objectives.

Green Wedges

2.45 The Regeneration DPD Issues and Options document discussed the purpose of the Green Wedge and gave two options for the future of the designation:

- Option 1: Maintain Green Wedges within the limits to development.
- Option 2: Remove the Green Wedges from the limits to development thereby strengthening their protection from development.

You Told Us

2.46 A total of 64 responses were received to this option with 57 wishing for the green wedges to be removed from the limits to developments.

2.47 Respondee were resounding in their support for the protection of Green Wedges, some saw them as places where development should be prohibited altogether, and retained for their recreation and wildlife corridors and buffer to development altogether. In other cases, where appropriate, recreation and leisure development, particularly based around the River Tees should be allowed.

2.48 It was also considered that the Green Wedge around Bowesfield should be reviewed as part of masterplanning to form a continuous and effective green corridor from the Surtees Bridge to the Bowesfield Wildlife Conservation Area. This is consistent with the recommendation in 'Review of the Limits to Development and Green Wedges'. However, it is no longer considered that the re-location of the commercial operations within this corridor is achievable.

2.49 Following the review of the physical boundaries of the Green Wedges, and their appropriateness and fitness for purpose, it is the Council's preferred draft approach to designate Green Wedges and for them to be placed outside the limits to development.

Strategic Policy SP4 - Green Wedge

Within Green Wedges, the Council will support the following land uses and small scale development:

- a. Agriculture, including allotments and horticulture.**
- b. Recreation**
- c. Tourism, which requires such a location**
- d. Forestry**
- e. Footpaths, bridleways and cycleways**
- f. Burial grounds**

Provided they do not damage the function of the Green Wedge, which is to prevent the coalescence of communities within the built-up area by maintaining its appearance and openness.

Reasoned Justification

- 2.50 The function of the Green Wedge is to prevent the coalescence of communities within the built-up area (thus maintaining their individual identities). The policy seeks to improve the appearance of the Green Wedge by maintaining its openness. Easy access from the urban areas into these green spaces is encouraged, and this contributes towards the quality of life for residents in these urban areas. They also form an important part of the wider green infrastructure of the Borough.
- 2.51 This policy sets out the types of development that the Council would find acceptable in principle in the Green Wedge. Provided that the physical development associated with these uses is of a design and scale appropriate to their setting and location. These uses are considered to be ones which could, by their very nature, retain the openness of the Green Wedge.

Sustainability Appraisal Summary

- 2.52 Regeneration and Environment LDD Policy SP4 seeks to limit development outside of the existing conurbation and within the countryside. As a result, this policy performs well against the environmental Sustainability Objectives. There is no strong relationship between the policy and establishing a strong skills base and the economic objectives. However, there are no potential incompatibilities identified.

Monitoring and Implementation

Monitoring Indicators	
New Indicator	Number of planning permissions determined contrary to Regeneration and Environment

	LDD Policy SP4 - Green Wedges Target: 0%
New Indicator	Type of development determined contrary to Regeneration and Environment LDD Policy SP4 - Green Wedges Target: N/A

Implementation Plan	
Agency	Implementation Framework
Stockton on Tees Borough Council	Determination of Planning Applications
Developers	

3. Sustainable Transport

Introduction

- 3.1 The policies in this section seek to improve the accessibility of jobs, facilities, goods and services, whilst managing travel demand and ensuring all development is served by an attractive choice of transport modes.
- 3.2 The Local Transport Plan, Sustainable Community Strategy and Core Strategy all acknowledge that the capacity of the existing road network is a major issue for the Borough. It was intended that the Spatial Strategy policies in the Core Strategy would help address this by focusing new development on parts of the Borough which had good access to existing or planned public transport provision and supporting highway improvements which enabled regeneration plans to be delivered. Following the Core Strategy Review, the policies in this section continue to be largely focused on improvements to public transport, walking and cycling networks, but also include some road network improvements where they will facilitate the delivery of other site allocations.
- 3.3 These policies have been prepared with particular regard to the Council's Local Transport Plan 3, which set out plans and strategies for maintaining and improving all aspects of the local transport system. This includes both local and strategic interventions and is designed to deliver local transport goals as well as local objectives contained in Council strategies, including the Local Development Framework. The LTP's delivery element is updated every five years; the most recent update was in 2011.

Footpaths and Cycle Routes

Issues and Options Consultation

- 3.4 The Regeneration DPD Issues and Options Consultation made reference to two schemes which would impact on footpaths, cycle routes and other rights of way. Opinions were sought on whether, subject to the appropriate legal processes, changes should be made to allow vehicles to cross the Barrage Bridge. This related to the planned developments at North Shore and the Green Blue Heart. The following Options were given:

Option 1: No, leave the layout as it is to serve the Barrage, Whitewater Course and hotel, campsite and gym alone

Option 2: Maintain Current Vehicle Restrictions, but improve the cycle and footpath links between Barrage Bridge and Marston Road (past the campsite)

Option 3: Allow only public transport to use the Barrage

Option 4: Allow access into North Shore for all traffic

- 3.5 New River Crossings linking Ingleby Barwick, with Preston Park, Thornaby and Yarm were also highlighted as an issue, although no options were put forward due to the advanced nature of the plans.

You Told Us

- 3.6 Twenty six respondents chose options relating to the Barrage Bridge. There was some support for each of the options, however options 2 and 4 were the most popular. Eighteen comments were also received. The majority of the comments suggested that the current vehicle restrictions over the Barrage should be maintained but footpaths and cycle routes between the Barrage and Marston Road should be improved and referred to maintaining the quiet, attractive nature of the area around the Barrage. However, reference was also made to the need to have suitable access to enable new developments to come forward. The Highways Agency stated that they had no particular option preference, whilst British Waterways responded that any changes to the current access arrangements would need to allow the safe operation of the Barrage and its prime function of regulating and maintaining river levels. It is the Council's intention to use the Barrage as part of proposals for new road infrastructure on the North of the Tees (Portrack Relief Road). The final phase of feasibility work has begun and as part of that process the Council will enter into discussions with British Waterways and other relevant stakeholders in respect of the best and most appropriate means of securing access and maintaining the route across the Barrage.
- 3.7 No options were presented for the New River Crossings Issue, however four comments were received. The comments were supportive of the objectives of linking communities and increasing opportunities for sustainable travel, however English Heritage raised some concerns regarding funding. Natural England also made suggestions for linking to other proposed routes.

Policy T1 Footpaths, Cycle Routes and Bridleways

- 1. Major new developments will be required to include new footpaths and cycle routes, integrated into existing networks and any proposed extensions to them.**
- 2. Existing footpaths, cycle routes and bridleways will be protected from development which would impair their functioning for recreation or as alternatives to the private car for accessing employment opportunities, shops and other community facilities.**
- 3. Development of the Strategic Access Routes identified in the Stockton-on-Tees Green Infrastructure Strategy and its Delivery Plan will be supported and their routes safeguarded from development which would impair their functioning for recreation or as alternatives**

to the private car for accessing employment opportunities, shops and other community facilities.

Reasoned Justification

- 3.8 Providing convenient and direct footpaths and cycle paths contributes to achieving sustainability and transport objectives, as well improving health and well being. The provision of an attractive choice of transport modes which represent a realistic alternative to the private vehicle for accessing services, jobs and other community facilities, as well as providing opportunities for activity based tourism is therefore supported.
- 3.9 The Council's preferred option is to safeguard the routes of existing rights of way in order to ensure that communities continue to be provided with an attractive choice of transport modes and that this provision is not reduced in quantity or quality by new developments. Where new developments are proposed, appropriate footpaths and cycleways, integrated into existing routes, will be required as part of the proposal. This will ensure that people living and working in or around new developments will have access to a choice of transport modes in order to access services and facilities.
- 3.10 The Council's Green Infrastructure Strategy identifies a number of Strategic Access Routes which, in combination with the network of local paths and routes, are likely to be used for every day journeys to work, school or the shops as well as for recreational walking, cycling and horse-riding. The Green Infrastructure Strategy also highlights that there are a number of significant gaps in these access networks which reduce their connectivity and ability to function as recreational routes and alternatives to other modes of transport. The Green Infrastructure Strategy Delivery Plan identifies extensions and accessibility improvements to these routes to address these issues. Regeneration and Environment LDD Policy T1 safeguards land identified in the Green Infrastructure Strategy Delivery Plan for proposed new or extended routes to facilitate the implementation of the Green Infrastructure Strategy and to ensure the Borough has safe, direct and useful routes which improve accessibility and provide an alternative to using a private vehicle.

Sustainability Appraisal Summary

- 3.11 Policy T1 has an uncertain relationship with the Sustainability Objective relating to the protection of the environmental infrastructure of the Borough due to potential impacts from some of the new link schemes, including a bridge over the River Tees. However, due to its support for sustainable transport, the policy performs positively against all of the other Sustainability Objectives outlined in the accompanying Sustainability Appraisal.

Monitoring and Implementation

Monitoring Indicators	
LTP10	Access to services and facilities by public transport, walking and cycling (Hospitals, Surgeries, Primary Schools, Secondary Schools and Further Educational Establishments)
LTP11	Working age people with access to employment by public transport (and other specified modes)
LTP15	Cycle counts
Local Indicator	Length (in metres) of significant footpaths or cycleways created or lost as a result of new developments
Local Indicator	Progress against the Green Infrastructure Strategy Action Plan

Implementation Plan	
Lead Agency	Implementation Framework
SBC	Local Transport Plan
SBC	Green Infrastructure Strategy
SBC	Determination of Planning Applications
Developers	Implementation of Planning Applications

Public Transport

Issues and Options Consultation

3.12 The Regeneration DPD Issues and Options draft made reference to two public transport schemes, a Light Rail Transport Proposal and the Tees Valley Major Bus Scheme. Proposed light rail transport improvements included:

- A new sub-regional transit system for the Tees Valley, making more efficient use of the current rail and bus networks to better meet travel needs over the next 20 years
- Conversion of the Darlington to Saltburn heavy rail line to tram-train technology, resulting in increased frequency and higher quality of service (with a possible spur to a new park and ride site at Nunthorpe)
- Five new stations along the route, serving key employment sites, major regeneration areas, Durham Tees Valley Airport and possibly James Cook University Hospital
- Supporting heavy rail service enhancements and high frequency bus services linking into the new systems, providing an enhanced frequency of connection to Hartlepool.

3.13 Tees Valley Major Bus Scheme referred to the development of a network of high frequency 'super core' and 'core' routes serving the main urban centres. Since the Issues and Options consultation,

significant progress has been made and Preferred Options have been developed under the headings 'Tees Valley Metro' and 'Tees Valley Bus Network Improvements' below.

- 3.14 'Rail Links and New Stations' were identified at Issues and Options stage, with the aim of providing a direct passenger link between the Tees Valley and Tyne and Wear City regions by upgrading the existing Stockton to Ferryhill line and creating a new station at Roseworth. Whilst this remains an aspiration of the Council, there are currently no plans take this forward. In addition, the Issues and Options draft suggested that Old Billingham station might be brought back into use. However, no funding is in place to bring the station back into use and the option of upgrading Billingham Station will be favoured if funds become available.

Tees Valley Metro

- 3.15 The Tees Valley Metro scheme is designed to deliver a 21st century transit system for the Tees Valley by using the existing rail network in a more efficient and cost effective way. The key objective of the scheme is to deliver a service frequency of 15 minutes between Saltburn and Darlington, as well as shorter journey times.
- 3.16 The scheme has been split into phases linked to timescales for likely delivery. Phase 1 schemes, including improvements at Eaglescliffe and Thornaby Stations are either complete or under construction. Detailed funding bids have been submitted to the Government for Phase 1A, which will deliver improvements and new stations in other Tees Valley Boroughs with consequential improvements for Stockton's residents and businesses. Phase 2 will include further signalling improvements and new stations along the Darlington to Stockton line – new stations at Tees Barrage and Durham Tees Valley Airport are particularly relevant for Stockton Borough. Phase 3 will focus on the Nunthorpe to Hartlepool line which provides north – south connections, with increased capacity and new stations in Hartlepool and Middlesbrough.

You Told Us

- 3.17 The Tees Valley Metro was included in the Issues and Option consultation as 'Light Rail Transport Proposal'. At that stage, it was anticipated that the Saltburn to Darlington heavy rail line would be upgraded to light rail specifications.
- 3.18 Six responses were received, all of which were supportive of the scheme in general. Specific points made included suggestions for additional stations, the potential to meet sustainable transport objectives, the need to encourage motorists to use public transport and the potential for new developments to contribute financially to public transport improvements.

Policy T2 - Tees Valley Metro

1. To ensure that the Borough is served by high quality public transport links the Council will support the implementation of the Tees Valley Metro and will protect its route and any ancillary land required for it to function and provide a realistic and attractive alternative to the private vehicle.

Reasoned Justification

- 3.19 The Local Transport Plan 3 identifies that rail journey times within the Tees Valley are uncompetitive when compared with the car and states that it is imperative that rail services are enhanced to ensure that they offer a competitive alternative. The Council's preferred approach is to safeguard the route of the Tees Valley Metro as it passes through the Borough. The Metro scheme will support the development of sites in the Core Area and help to ensure that the Borough is served by high quality public transport links which provide a realistic alternative to the private vehicle, both within the Borough and across the sub region.

Sustainability Appraisal Summary

- 3.20 Policy T2 supports the delivery of the Tees Valley Metro System and, as a result, makes a positive contribution towards developing sustainable transport in the Borough. It was identified that there were no significant impact upon the environmental infrastructure or culture and heritage of the Borough, due to the focus upon upgrading the existing rail network. In all other cases the relationship between Policy T2 and the Sustainability Objectives was considered to be positive.

Monitoring and Implementation

Monitoring Indicators	
LTP10	Access to services and facilities by public transport, walking and cycling (Hospitals, Surgeries, Primary Schools, Secondary Schools and Further Educational Establishments)
LTP11	Working age people with access to employment by public transport (and other specified modes)
LTP14	Passenger Footfall at Rail Stations
Local Indicator	Progress on Tees Valley Metro scheme implementation

Implementation Plan	
Lead Agency	Implementation Framework
Tees Valley Unlimited	Delivery of scheme
SBC	Determination of Planning Applications
SBC	Local Transport Plan

Tees Valley Bus Network Improvements

- 3.21 The Tees Valley Bus Network Improvements scheme focuses on the delivery of upgrades to the 'Core Routes' – main bus routes across the Tees Valley, usually linking urban areas or connecting with emerging rail proposals. Improvements will include bus priority measures to improve the punctuality and reliability of buses, enhanced passenger facilities including routes to and from bus stops, and changes to vehicles and ticketing.
- 3.22 It is anticipated that the scheme will be fully operational by 2015. Implementation of the Tees Valley Bus Improvements will largely take place on the existing carriageway, although some aspects of the scheme require reconfigurations of existing junctions and road layouts.

You Told Us

- 3.23 The Tees Valley Bus Network Improvement scheme was identified as an issue in the Regeneration DPD Issues and Options consultation, however due to the advanced nature of the scheme, no options were consulted on. Two comments were received, both of which expressed support for the proposal.

Policy T3 - Tees Valley Bus Network Improvements

- 1. To ensure that key regeneration sites are supported by high quality public transport links which will provide a realistic and attractive alternative to the private car, the Council will support the provision of the Tees Valley Bus Improvement Scheme and will protect the Core Routes and other related infrastructure from inappropriate development.**

Reasoned Justification

- 3.24 The Local Transport Plan 3 highlights that bus travel is the most important form of public transport in the Tees Valley, both in terms of passenger numbers and distance travelled. It also identifies that bus inter-connectivity will be important to support economic development across the sub-region. The Tees Valley Bus Network Improvements scheme being progressed by Tees Valley Unlimited, the Tees Valley Local Authorities and local bus operators seeks to improve bus travel within the sub-region. It is the Council's preferred approach to safeguard the Core Routes and other related infrastructure which make up the Tees Valley Bus Improvements scheme in Stockton Borough. Taking this approach will mean that key regeneration sites are supported by high quality public transport links which provide a realistic alternative to the private car. Service quality and reliability will also be improved across the whole bus network.

Sustainability Appraisal Summary

- 3.25 Policy T3 promotes sustainable transport schemes through its support of Tees Valley bus network improvements. This policy is also considered to have positive relationships with the Sustainability Objectives relating to the economy, sustainable communities and climate change. No conflicts were identified between Policy T3 and the Sustainability Objectives.

Monitoring and Implementation

Monitoring Indicators	
LTP10	Access to services and facilities by public transport, walking and cycling (Hospitals, Surgeries, Primary Schools, Secondary Schools and Further Educational Establishments)
LTP11	Working age people with access to employment by public transport (and other specified modes)
LTP12	Bus Patronage
Local Indicator	Progress on Tees Valley Bus Network Improvement scheme implementation

Implementation Plan	
Lead Agency	Implementation Framework
Tees Valley Unlimited	Delivery of scheme
SBC	Local Transport Plan

Highway Network Improvements

- 3.26 The Core Strategy outlined Council support for a number of highway network improvements. However, not all of the schemes identified have been developed in sufficient detail for inclusion in this document. Improvements to the road network in the vicinity of Stockton, Billingham and Thornaby Town Centre continue to be supported, although detailed plans have not been developed.
- 3.27 The Local Transport Plan 3 notes that the Tees Valley's main north-south road links are provided by the A1(M) and the A19(T), whilst the A66(T) and A174(T) provide links from east to west. Work to maintain and enhance the Strategic function of these links will be pursued through the Local Transport Plan in close partnership with the Highways Agency. In addition, the Local Transport Plan recognises that the Tees Valley contains a number of centres within a small area, leading to inter-commuting and other flows in multiple directions.
- 3.28 Any new developments should take their potential impact on local and strategic road networks into account. The land allocations in this plan may require improvements to the highway network to support their delivery; however specific highway network improvements have not

been identified for each allocation at this stage. If evidence of these improvements becomes available, policies which safeguard the necessary land from development that would prejudice their delivery will be included in this section.

Issues and Options Consultation

- 3.29 No specific road network improvements were consulted on during the Issues and Options Consultation. The road network improvements have largely been identified to support regeneration schemes in the Core Area and had not been developed at Issues and Options stage.

River Tees North Bank Infrastructure Project

- 3.30 The development of the Green Blue Heart (Regeneration and Environment LDD Policy R1) through the Stockton Middlesbrough Initiative will lead to greater demand being placed on the existing highway network. In order to alleviate the anticipated transport infrastructure issues this would create, particularly on the Strategic Road Network, the feasibility of creating new secondary road infrastructure measures has been investigated.

Policy T4 - Portrack Relief Road

- 1. The route of the Portrack Relief Road will be safeguarded against development which would prevent or impair its development and functioning.**

Reasoned Justification

- 3.31 Further development of the River Tees corridor between Stockton and Middlesbrough (Regeneration and Environment LDD Policy R1 - Green Blue Heart) will result in additional demand being placed on both the local and strategic road networks. The issue relating to the Barrage Bridge in the Issues and Options consultation was related to this, however detailed work had not been undertaken at that stage.
- 3.32 In 2008, the Stockton Middlesbrough Initiative commissioned the 'River Tees North Bank Road Infrastructure Structure Feasibility Study' which identified a potential highway link between Marston Road and the A1032 Newport Bridge Approach Road. This would alleviate pressure on the Strategic Road Network and enable the Green Blue Heart to be delivered, as well as facilitating the development of other schemes in the vicinity. Work on the feasibility, route and design of a potential highway link has been undertaken, however further work is dependent on funding becoming available.

Sustainability Appraisal Summary

- 3.33 Policy T4 relates to a specific road scheme, which is considered to be positive for the economy and the employment market and necessary to enable the Green Blue Heart developments. It is considered that this scheme has potential to conflict with Sustainability Objectives relating to climate change, the environment and developing sustainable transport. However, there is some uncertainty as, while the road scheme is likely to lead to an increase in air pollution in the area, the aim of the relief road is to reduce congestion in other areas.

Monitoring and Implementation

Monitoring Indicators	
LTP5	Congestion – average journey time per mile during the morning peak
Local Indicator 1	Progress of Portrack Relief Road's implementation
Local Indicator 2	Progress of Stockton Middlesbrough Initiative

Implementation Plan	
Lead Agency	Implementation Framework
SBC	Determination of planning applications
SBC	Regeneration and Environment LDD Policy R1

East Billingham Transport Corridor

- 3.34 The East Billingham Transport Corridor (EBTC) was not identified in the Regeneration DPD Issues and Options draft but was included in Core Strategy Policy CS2 –Transport, as a necessary improvement to the Borough's road network. The scheme had been identified in the Council's Second Local Transport Plan (LTP2) as necessary to address the volume of Heavy Goods Vehicles (in particular tankers carrying hazardous chemicals) passing through residential areas of Billingham on route to the industrial areas to the east of the town.
- 3.35 The initial EBTC scheme identified a preferred route alignment for a new road link to be constructed between A1046 Haverton Hill Road and A1185 Seal Sands Link Road. This was later reduced to just the northern section of the route which would deliver the majority of the scheme's objectives. The scheme's proximity to the RSPB Saltholme Reserve and the medieval village of Cowpen Bewley meant that a full Environmental Impact Assessment (EIA) was required to ensure the design and construction of the road had minimal adverse impact on the surroundings and to determine the final route alignment.
- 3.36 Whilst the Council continues to pursue safe routes for hazardous freight, the EBTC is not currently being taken forward. This is a result of a Government funding review and the demand for the new road link decreasing due to reduced flows of Heavy Goods Vehicles carrying

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

Sustainable Freight

Issues and Options Consultation

3.37 Freight development was raised as an issue in the Issues and Options Consultation in autumn 2007. It was noted that the Borough is well placed to provide a supporting role to anticipated growth at Tees Port in Redcar and Cleveland and consultees were asked to comment on the location freight related development and whether the sites of wharves and rail halts should be protected for future freight development.

You Told Us

3.38 15 responses were received regarding the freight development issue. These were largely supportive of using rail and water to transport freight and locating freight related development at sites which could utilise existing wharves and railway infrastructure. However, reference was also made to the need for some flexibility in locating freight related development and the need to ensure no adverse impact on the Teesmouth and Cleveland Coast Special Protection Area and Ramsar Site through the allocation of sites. This has been reflected in Regeneration and Environment LDD Policy EMP 5. Concerns were raised regarding the location of freight related sites in close proximity to the strategic road network and the need for their potential impact to be assessed.

Policy T5 - Sustainable Freight

1. The Council will protect the functionality of railway sidings and wharves for use in sustainable freight transport.

Reasoned Justification

3.39 Increasing the use of rail and water to transport goods can provide a more sustainable alternative to road freight and help mitigate the impact of commercial vehicle movements on the road network. Core Strategy Policy CS2 states that the retention of essential infrastructure to support freight movements by rail and water will be supported. To deliver this and ensure the potential for using rail and water to transport goods is not lost, key wharves and railway sidings which are currently being used to transport freight or have the potential to do so will be safeguarded from development that would have an adverse impact on their function.

- 3.40 This will support sustainability objectives, assist in reducing road congestion and support the delivery of Core Strategy Policy CS4, particularly Core Strategy Policy CS4.6 (Economic Regeneration) which states that land will be safeguarded on the north bank of the River Tees in the Haverton Hill and Port Clarence areas, with priority being given to developments requiring a port or river based site.

Sustainability Appraisal Summary

- 3.41 Policy T5 supports the development of sustainable transport within the Borough, and aims to protect existing railway sidings and wharves for the use in sustainable freight transport. This will ensure the protection of alternatives to road based freight transport and will also have positive impacts upon the economy and employment, adapting to and mitigating against climate change and living within environmental limits. There are no potential conflicts with the Sustainability Objectives identified for this policy.

Monitoring and Implementation

Monitoring Indicators	
LTP5	Congestion – average journey time per mile during the morning peak
Local Indicator	Number of railway sidings and wharves lost as a result of development

Implementation Plan	
Lead Agency	Implementation Framework
SBC	Local Transport Plan
SBC	Determination of Planning Applications

Aerodrome Safeguarding and Public Safety Zones

Aerodrome Safeguarding Zones

Policy T6 - Aerodrome Safeguarding Zones

1. Proposals for development within the Aerodrome Safeguarding Zone will be assessed for their potential to:

- infringe protected surfaces, obscure runways approach lights or impair the performance of aerodrome navigation aids, radio aids or telecommunications systems.
- distract pilots
- increase the number of birds or bird hazard risk.

Reasoned Justification

3.42 The aerodrome safeguarding requirements set out in the Joint Office of the Deputy Prime Minister/Department for Transport Circular 1/2003 (27 January 2003), state that Local Plans should include a policy referring to the official safeguarding areas of relevant airports. Safeguarding zones ensure that an airport's operation is not inhibited or put at risk by:

- Buildings, structures, erections or works which infringe protected surfaces, obscure runways approach lights or have the potential to impair the performance of aerodrome navigation aids, radio aids or telecommunications systems.
- Lighting which has the potential to distract pilots
- Developments which have the potential to increase the number of birds or bird hazard risk.

3.43 The extent and nature of these safeguarding areas is shown on the map lodged with the authority by the airport operator. During the production of the Core Strategy, Durham Tees Valley Airport made representations requesting that the appropriate aerodrome safeguarding zones were acknowledged through the LDF process. It was agreed that the most appropriate place to do this was the Regeneration DPD Proposals Map.

Sustainability Appraisal Summary

3.44 Policy T6 neither encourages nor prevents development, and instead requires that all proposed developments within the identified zones are assessed for their impacts upon the safety of the airplanes using the airport. It has, therefore, not been identified that the policy has any significant relationships with the Sustainability Objectives.

Monitoring and Implementation

Implementation Plan	
Lead Agency	Implementation Framework
SBC	Determination of Planning Applications

Public Safety Zones

Policy T7 - Public Safety Zones

There will be a general presumption against new or replacement development, or change of use of existing buildings within the Public Safety Zone associated with Durham Tees Valley Airport.

Reasoned Justification

3.45 Guidance on Public Safety Zones (PSZ) is provided in Department for Transport Circular 1/2010. These zones are areas of land at the ends of runways, within which development is restricted to in order to control the number of people on the ground at risk of death or injury in the event of an aircraft accident on takeoff or landing. The circular states that there should be a presumption against new or replacement development, or change of use of existing buildings within PSZs and sets out the limited circumstances in which exceptions to that presumption may be permitted.

Sustainability Appraisal Summary

3.46 Policy T7 seeks to prevent development or changes of use within the identified zones. While the impacts of the policy are similar to those of T6, there is a positive relationship with Sustainability Objective 7, safeguarding and enhancing the Stockton Borough’s environmental infrastructure, as, in preventing development to protect the safety of the public, the landscape within the zone is also protected.

Monitoring and Implementation

Implementation Plan	
Lead Agency	Implementation Framework
SBC	Determination of planning applications

4. Sustainable Living

Introduction

- 4.1 The Core Strategy, Policy CS3, set out the Council's approach to minimising the impact of economic growth and development on the environment. Some impacts of development and growth can be minimised through good design and through the use of renewable energy. Policy CS3 indicated that the Council generally supports schemes for renewable energy generation and stated that the Regeneration Development Plan Document may identify broad locations that are suitable for renewable energy generation.

Issues and Options Consultation- You Told Us

- 4.2 Within the Issue and Options document, the sustainable living chapter related to the provision of health services, which is now considered within Provision of Facilities, and the Building Schools for the Future Programme, which has been withdrawn.
- 4.3 There were no identified issues and options relating to amenity or renewable energy generation.

Development and Amenity

Policy SL1: Development and Amenity

- 1. New development will be designed to take into account the amenity of occupiers of adjoining or nearby properties**

Reasoned Justification

- 4.4 Development should be of a scale and type that is in keeping with its surroundings. It should not adversely affect the amenity of the occupiers of neighbouring properties through, for example, loss of privacy, overshadowing, vibration, and pollution (including light, noise, fumes and waste).
- 4.5 The Sustainable Design Guide Supplementary Planning Document (SPD) assists the Council in the determination of planning applications and provides guidance to the public and developers on improving the design standards of new developments; this includes guidance on privacy and amenity.

Sustainability Appraisal Summary

- 4.6 Policy SL1 aims to prevent new developments having a negative impact upon the amenities of existing neighbouring residents. As a result, the policy has only been identified as having a relationship with

the social objectives, SA6 and SA8. In both cases the impact is considered to be positive and there are no identified conflicts.

Renewable Energy Generation

Policy SL2 - Renewable Energy Generation

1. Suitable proposals for medium to small-scale renewable energy generation will be supported, where:

- **The proposal, including any associated infrastructure, does not result in a significant individual or cumulative adverse impact upon the natural environment, landscape character and sensitivity or visual amenity.**
- **There is no adverse impact upon the amenity of the area, from such effects as noise, dust, emissions, odour or traffic generation, during construction or operation.**

Reasoned Justification

4.7 Policy CS3.7 of the adopted Core Strategy DPD requires that medium to small-scale renewable energy generation proposal meet criteria set out in Policy 40 of the Regional Spatial Strategy. However, since the adoption of the Core Strategy DPD, national planning guidance and policy has changed. With the revocation of the RSS and the replacement of Planning Policy Statements, it is necessary to rely on guidance in the recently introduced NPPF. The NPPF requires that local planning authorities consider identifying suitable areas for renewable and low-carbon energy sources, and supporting infrastructure, where this would help secure the development of such sources. The NPPF also advises that, when considering broad areas for potential wind energy development and in determining planning applications, local authorities follow the approach of the National Policy Statement for Renewable Energy and the Overarching National Policy Statement for Energy Infrastructure.

Allocating Sites for Renewable Energy Schemes

Wind Turbines

4.8 The Wind Farm Development and Landscape Capacity Studies: East Durham Limestone and Tees Plain identified a small area within and around the north west of the Borough, including land within the boundaries of County Durham, Hartlepool and Darlington authorities, as having some capacity for medium-small wind farm developments. However, due to a number of wind developments and planning applications coming forward in the above area, an Addendum Study was carried out to assess the cumulative impact of these wind farms and the likelihood of reaching saturation for the landscape. This study

found that not all of the proposed wind farm developments could be accommodated within the landscape and its findings will be considered during the assessment of proposals for development.

- 4.9 In addition to this study and its addendum, a further study into the potential for wind developments within the Borough has been carried out. The Stockton Renewables Phase One: Wind Study identifies the location of major constraints, which are incompatible with wind energy, and variable constraints which are uncertain in their extent or which have the possibility of mitigation. These constraints are mapped against areas where wind speeds could support wind farm development. It was determined that the Borough is very heavily constrained with limited opportunities for commercial wind farm development. According to the study there are no areas of the Borough without any constraints and much of the Borough is covered by major constraints.
- 4.10 As a result of the Stockton Renewables Phase One Study and the two Landscape Capacity studies, the Council is not able identify broad locations for wind turbine development. It is the Council's preferred option to safeguard appropriate sites where there has been confirmation that the site is viable and will be brought forward during the plan period. However, there are no such sites identified at this stage.
- 4.11 Two sites in Stockton on Tees currently have planning permission for wind turbine development. One site forms part of a wider site that is shared with Hambleton District Council for five turbines. In 2009, Stockton Council granted planning permission for 3 wind turbines, together with the associated development of crane pads, access tracks, site compounds, meteorological mast, control building, accesses and other ancillary development. However, construction work is underway and it is expected that this development will be completed prior to the adoption of this document. The second permission is for the erection of 4 wind turbines, and associated infrastructure, on land near Stillington. This was granted approval in 2011 and is also expected that construction will begin before adoption of this document.

Biomass Powered Energy Plants

- 4.12 An alternative source of renewable energy generation for the Borough is biomass. Biomass powered energy plants often require a location suitable for heavy industry and will require good road and river freight links. The Council has granted planning permission for biomass powered energy plants within the Borough and these are to be located on sites within the Billingham Reach and Port Clarence Areas that are to be protected for port and river related development. It is considered that the specific requirements of a biomass powered energy plant would allow its location within these protected areas and our preferred option is to include provision for renewable energy generating schemes, requiring a port or river side location, within Regeneration

and Environment LDD Policy EMP4 - Process Industries Sites and Policy EMP6 - Port and River Based Uses.

Supporting Infrastructure for Renewable or Low Carbon Energy

Decentralised Energy Systems

4.13 A Growth Point funded study into the potential for district heating systems within the Tees Valley (2010) indicated that there is potential for developments in the Greater North Shore and Northern Gateway areas of the Stockton to incorporate this technology. However, a follow on study into the strategic use of waste heat and supply of private sector customers found that, while these projects were technologically feasible, they had only marginal commercial viability. It is not considered appropriate to include a policy to require the provision of a district heating system in the Greater North Shore area at this stage. Policy CS3.6 of the adopted Core Strategy does encourage major development proposals to make use of low carbon decentralised energy systems.

Sustainability Appraisal Summary

4.14 Policy SL2 supports proposals for renewable energy generating schemes and is compatible with economic and climate change related Sustainability Objectives. There is no significant relationship with health, education or culture and it has been identified that there is potential for conflict with the objective relating to safeguarding environmental infrastructure. This conflict is due to the potential for some schemes to have significant impacts on biodiversity. For example, wind turbines can lead to bird strike. However, the nature of the impacts will depend upon the individual proposals coming forward and this has resulted in uncertainty.

Monitoring and Implementation

Monitoring Indicators	
Indicator	Renewable Energy Capacity
	Consumption Based Carbon Dioxide Emissions.

Implementation Plan	
Lead Agency	Implementation Framework
SBC	Determining planning applications
Developers	Implementation of planning permissions

5. The Economy

Introduction

- 5.1 Core Strategy Policy CS4 requires that a range of employment opportunities be provided within the Employment Land Portfolio, which has been informed by the Council's Employment Land Review (May 2008) and the North and South Tees Industrial Development Framework (2009). The following policies are intended to maintain a supply of the full range of employment opportunities offered by the portfolio.
- 5.2 In March 2011 the Government announced a new wave of enterprise zones, with a Tees Valley enterprise zone being approved shortly after. The policies in this chapter have been informed by the creation of the enterprise zone, which is not one single area, but a number of individual sites across the Tees Valley. There are three sites within Stockton on Tees Borough which are classed as enterprise zones, these are:
- Belasis Business Park – New business will receive business rate relief and should be focused on advanced manufacturing and engineering, chemicals, and renewable energy;
 - North Shore – New business should focus on the digital economy and will receive business rate relief;
 - New Energy & Technology Park (Seal Sands) – will be focused on Renewable Energy, Chemicals, Advanced Engineering. Proposals on this site will benefit from an enhanced capital allowance;
- 5.3 A number of the Tees Valley enterprise zones in other local authority areas benefit from a relaxed planning regime through the creation of Local Development Orders (LDOs). It is important to note that LDOs can not be created where a site would require an Environmental Impact Assessment. Due to the particular circumstances affected the enterprise zone sites within Stockton Borough, none are the subject of an LDO. Instead, these sites are the subjects of Planning Performance Agreements (PPA) which establish a programme for dealing with a development proposal, reducing costs and increasing the speed of decision making.

General Employment Land

Issues and Options Consultation

- 5.4 At the Issues and Options consultation the Council sought responses on a number of issues relating to general employment land.

Employment Land – how much and where?

5.5 The first issue related to how much employment land should be allocated and where. The public were asked what the best strategy for dealing with the Council's employment land portfolio:

Option 1. Rationalise our existing employment land portfolio by:

- The de-allocation of surplus sites in locations that do not maximize opportunities for employees to travel to work by modes other than the private car
- Channelling particular uses to the most appropriate sites. For example by locating;
 - Heavy industrial uses in the North Tees/Seal Sands area, provided they do not significantly affect neighbouring uses or discourage the development of adjacent sites
 - Companies seeking Research and Development premises will be encouraged to site in an existing cluster of similar uses, particularly when this is located within the Stockton – Middlesbrough Initiative (e.g. the proposed North Shore development) thus ensuring that a synergy between planning policies for employment and for regeneration
 - Storage, distribution and freight developments in the most suitable available locations, which make the most of sustainable forms of transportation for both goods and workers
 - General employment opportunities within reach of the general public by a variety of methods of transport other than the private car.

Option 2. Retain all existing employment sites and allocations despite the existing surplus, unless identified for re-allocation to another use within the Regeneration DPD, making no distinction with regard to what use is acceptable in which particular location.

You Told Us

5.6 Option 1 was the most popular option, it advocates rationalising the existing Employment Land Portfolio by de-allocating surplus sites and channelling particular uses to the most appropriate sites.

5.7 It is important to ensure that there is enough land retained in the Employment Land Portfolio to offer opportunities for future employment development in the Borough. Employment sites that are unlikely to be developed in the foreseeable future and do not meet sustainability requirements should be de-allocated. It is important to ensure there are no adverse effects on the Teesmouth and Cleveland Coast SPA/Ramsar Site, Teesmouth National Nature Reserve and other important conservation sites.

Employment Sites Strategy

Issues and Options Consultation

- 5.8 The second issue related to the employment sites strategy required to safeguard existing and proposed employment land within the borough to maintain a suitable supply of developable land. Respondents were asked whether the Regeneration DPD should have a strategy which:

Option 1. Identifies a hierarchy of employment locations which recognises the broad need for differing types of employment land, from prestige locations down to general industrial estates, in order to provide a variety of locations whilst maintaining a vibrant and successful economy.

Option 2. Identifies an employment land portfolio which does not differentiate which uses are acceptable and the quality of development expected in that area.

You Told Us

- 5.9 Option 1 was the most popular option for the Employment Site Strategy Issue, this option identifies the need to recognise a full range of employment sites including prestige employment sites.
- 5.10 The employment land portfolio must be carefully considered to ensure it provides flexibility and choice to investors and employers. Providing flexibility and choice to developers should be balance against Council and resident's priorities and that the sustainability of sites should be taken into account.

Existing employment sites in the Core Area

Issues and Options Consultation

- 5.11 The third issue relating to general employment land related to employment land that was under pressure for redevelopment for other uses (i.e. residential). Respondents were asked what was the best way of dealing with these sites. The following options were provided:

Option 1. Do nothing and leave the situation to market forces.

Option 2. Identify areas as business improvement areas and promote renovation of business units and the environment in these areas.

Option 3. Where a site is considered to be sustainable and suitable for redevelopment, promote relocation of existing businesses from these areas to purpose built units on other industrial estates. Undertake a comprehensive master-planning exercise to determine the future use of these areas.

Option 4. Assess which of the above options is the most suitable way to deal with each particular site.

You Told Us

- 5.12 Option 4 was the most popular option, this is to assess each site individually and decide which of the other three options is the best way to deal with that particular site. Other options include leaving them to the market, creating business improvement areas and relocating businesses.
- 5.13 Each area has different needs and as such should be assessed individually. Option 3 would require a high level of confidence in the Local Authority as it would require businesses to relocate.

Policy EMP1 - General Employment Land

1. The following sites are allocated for economic development. Uses considered appropriate include B1 (b), B1 (c), B2, B8 and other economic development, which require a location on a general industrial location, excluding town centre and leisure uses

(a) Belasis Business Park	22 hectares
(b) Billingham House	3 hectares
(c) Cowpen Lane	4 hectares
(d) Durham Lane	40 hectares
(e) Oxbridge Industrial Estate	2 hectares
(f) Portrack Interchange	15 hectares
(g) Preston Farm	12 hectares
(h) Skylink Business Park	20 hectares
(i) Stillington	2 hectares
(j) Teesside Industrial Estate	31 hectares
(k) Malleable Industrial Estate	3 hectares

2. Land in these allocations will be monitored and released for employment development, whilst retaining an appropriate short and long term forward supply of employment sites. In determining planning applications consideration will be given to:

- a. The amount of planning consents granted within each phase of the plan**
- b. The overall level of planning permissions granted within the Borough**
- c. The nature of the development and whether it could be accommodated on a site which already has permission**

4. The following employment sites, which are substantially developed, will be protected for economic development uses (excluding town centre uses). Any proposals for redevelopment in these areas should prioritise economic development uses:

- a. Arkgrove Industrial Estate
- b. Bon Lea Industrial Estate
- c. Black Path Industrial Estate
- d. North Tees Industrial Estate
- e. Primrose Hill
- f. Portrack Lane Industrial Estate
- g. St Ann's
- h. Bowesfield North

Reasoned Justification

- 5.14 The Employment Land Review (ELR) was undertaken in three stages; assessing existing employment land, investigating growth scenarios and making recommendations to identify a suitable Employment Land Portfolio. The growth scenarios used in the ELR informed policy decisions within the Core Strategy, which sets out the strategic context for employment allocations within the Regeneration DPD.
- 5.15 Due to an oversupply of employment land, Stage 3 of the ELR recommended that a number of sites should not be considered for allocation within the Local Development Framework. The result is a balanced employment land portfolio, which caters for both general and specialist employment uses. One of the sites recommended for retention in the ELR was the employment site at Urray Nook, which was, at the time of the preparation of the Core Strategy, the subject of developer interest for an employment proposal. This site was initially recommended for de-allocation due to a lack of interest from the property market, and had also previously been recommended for de-allocation in a Tees Valley wide ELR. It is understood that the landowners interest in the site has now shifted to residential use. As the site has been allocated for a significant length of time without any development coming forward, it is unlikely that the site will come forward for employment purposes during the plan period. The site is therefore allocated for residential use in policies elsewhere in this document.

Sustainability Appraisal Summary

- 5.16 Policy EMP1 is considered to have a positive relationship with the Sustainability Objectives relating to the economy, employment and sustainable communities. The effects of the policy on other Sustainability Objectives are less certain. The relationships with Sustainability Objectives relating to climate change and environmental limits show uncertainty in the short term but with increasing likelihood of a positive relationship. This is because increasing economic activity will have an impact on air quality, through increasing traffic and industrial operations. However, there is potential for this to decrease in the medium to long term because of the focus upon sustainable

locations and sustainable transport. It is also uncertain what impact the policy is likely to have upon establishing a strong learning and skills base, the Borough's environmental infrastructure and developing sustainable transport, as these impacts are dependant upon the individual proposals coming forward and their operations.

Monitoring and Implementation

Monitoring Indicators	
National Indicator	BD1 – Total amount of additional floorspace – by type
National Indicator	BD2 – Total amount of employment floorspace on previously developed land
National Indicator	BD3 – Employment Land available – by type
National Indicator	NI151 – Overall employment rate

Implementation Plan	
Lead Agency	Implementation Framework
SBC	Determining planning applications
Developers	Implementation of planning permissions

Principal Office Locations

Issues and Options Consultation

5.17 At the Issues and Options stage the Council referred to national planning guidance, which identified office development as a town centre use that should be directed to a town centre in accordance with tests in national guidance including the sequential test. The following options were provided:

Option 1: Identify sites that are sequentially preferable for office development over locations that were previously considered suitable.

Option 2: Maintain allocations at industrial estates that are not sequentially preferable but have previously been identified as suitable allocations for B1 use.

Option 3: Allow office development where a site is identified as an existing industrial estate.

Option 4: As option 1, but recognising that large-scale office headquarter premises may not feasibly be able to locate in a town centre site. In these instances the most sustainable alternative must be selected.

You Told Us

5.18 Option 4 was the most popular option for the Office Development issue, this option states that sites that are sequentially preferable for office development should be identified over those that were previously considered suitable, whilst recognising that large scale offices may not be feasible on a town centre site.

- 5.19 Option 3 which suggested locating offices on industrial estates is also popular and there are some concerns that office development could be detrimental to town centres. There was also concern about sustainable transport to offices and the parking issues that can be associated with office development.

Policy EMP2 - Principal Office Locations

- 1. The following sites are designated as Principal Office Locations where office (B1a) development will be directed to when developers can demonstrate that there are no available or suitable sites within the Town or District Centres:**
 - a. Thornaby Place
 - b. Teesdale 3 hectares
- 2. And at the following mixed-use sites:**
 - a. North Shore
 - b. Boathouse Lane
 - c. Mandale Triangle
- 3. Major office development proposals outside these areas will be required to assess the impact on existing and committed investment in principal office locations.**
- 4. Where there are no suitable, available or viable sites in the above locations the Council will direct proposals for office development to Wynyard Park, Preston Farm, Portrack Interchange, Bowesfield North and Teesside Industrial Estate.**
- 5. Office development (B1a use class) will also be encouraged at Belasis Business Park and Billingham House where the proposal provides office accommodation, research facilities and light industrial uses linked to the process industries at Billingham, Seal Sands and North Tees.**

Reasoned Justification

- 5.20 The NPPF clearly identifies offices as a town centre use, and encourages the development of this use in town centre locations or in areas highly accessible by public transport. The majority of the sites included within this policy are considered to be sited in locations which are accessible to transport modes other than the private car and also benefit from the opportunity for linked trips to other services.
- 5.21 The purpose of this policy is to protect the principal office locations and direct developments to them in line with the sequential test set out in

the town centres section of this document. This should ensure that development can be accommodated on important regeneration sites or existing development before alternative sites are considered. Crucially the wording of the policy means that development needs will not be compromised by a lack of site availability. Major office development proposals outside of principal office locations will be required to assess the impact of the proposals on these areas in accordance with guidance in the NPPF.

- 5.22 A number of these sites, including Teesdale, Thornaby Place, North Shore and Boathouse Lane are well connected to Stockton Town Centre for the purposes of office development. These locations therefore provide opportunities for linked trips for workers to the centre and also public transport opportunities. Thornaby Place, Teesdale and Mandale Triangle are also well connected to Thornaby Train station and a core bus route; it is considered that these sites comply with guidance within the NPPF that states sites well connected to public transport hubs should be considered edge of centre locations.
- 5.23 In certain circumstances, where there are no suitable, available or viable sites in the identified Principal Office Locations, office development may be considered appropriate at Wynyard Park, Preston Farm, Portrack Interchange and Teesside Industrial Estate. Whilst these sites are out of centre, it is recognised that offices currently operate in these locations and they are likely to be attractive to the market. Bowesfield North is also recognised as an office location. Although the site is an out of centre location, the Council considers that a mixed-use development is the most appropriate form of regeneration of this site. It is considered that office development is the only economic development that would be an appropriate neighbour to the residential development and could help to deliver the revitalisation of this site.
- 5.24 This policy also recognises the contribution that the Belasis Business Park, which is now an enterprise zone, and Billingham House sites can have to the North and South Tees Chemical cluster providing office accommodation, research facilities and light industrial uses to complement the existing investment in the area.
- 5.25 Points one and two of Regeneration and Environment LDD Policy TC4 (New Town Centre Uses) affords these locations the same policy status as an edge of centre site in the sequential test. Point three of this policy recognises business parks which currently have previously been allocated or have planning permission for office use. These sites do not have similar locational characteristics to these sites, and new permissions in these areas will only be permitted where there are no suitable, available or viable principal office locations.

Sustainability Appraisal Summary

5.26 Policy EMP2 will have a positive impact upon the economy and the employment market within the Borough. It is also likely that the focus upon Town and District Centres and areas within the Core Area, which are considered to be sustainable and well served by public transport, will lead to positive impacts upon mitigating climate change, building sustainable communities and developing sustainable transport. There is some uncertainty over the relationship with Sustainability Objective: Living Within Environmental Limits, due to the potential for development on some greenfield land. There is also potential for this policy to have a positive impact upon establishing a strong learning and skills base but this is uncertain at this stage as it depends upon the nature of the individual developments coming forward.

Monitoring and Implementation

Monitoring Indicators	
National Indicator	BD4 – Total amount of floorspace for ‘town centre uses’ office element only
Local indicator	Total supply of office planning permissions by location

Implementation Plan	
Lead Agency	Implementation Framework
SBC	Determining planning applications
Developers	Implementation of planning permissions

Policy EMP3 - Key Employment at Wynyard Park

1. 70 hectares of land are allocated as a sub-regionally important prestige employment location within the Wynyard One and Wynyard Two sites.
2. A revised Wynyard masterplan will encourage the restructuring of planning consents at Wynyard Park in order to provide:
 - opportunities for large-scale inward investment opportunities which complement town centres and major regeneration schemes elsewhere within the Tees Valley sub-region;
 - new infrastructure, to reduce the impact of the development on the strategic road network.
 - public transport and green travel plan improvements to the site.
3. The main uses considered appropriate at the Key Employment Location include prestige industry (B2), research and development (B1 b), laboratories (B1 c), storage and distribution (B8). Other uses such as offices (B1a) will be encouraged where it can be robustly demonstrated that the use would assist in accelerating growth in the sub-regional economy and can not be accommodated elsewhere in the sub-region.

- 4. In order to maintain the attractive setting of Wynyard Park all elements of development proposals should be designed to the highest quality. New buildings and extensions on development plots should**
- a. be limited to 25% of the developable area;**
 - b. have regard to key views and the landscape around the site,**
 - c. avoid development in the North Burn Valley, but make provision for the management of the area.**

Reasoned Justification

- 5.27 Core Strategy Policy CS4 sets out the employment land portfolio for Stockton on Tees Borough. Seventy hectares of land are allocated at Wynyard as a Key Employment Location. This repeated the position set out in the North East Regional Strategy, which recognised the area as being of regional importance.
- 5.28 It should be noted that the Regional Strategy never accounted for any of the land which was previously owned by Samsung. Following the departure of Samsung from the site, a restrictive condition which limited the site to occupation by 'electronic components' manufacturing businesses was removed. This effectively allowed the site to be operated for general industrial uses.
- 5.29 As this change was not reflected in the Regional Strategy, the gross amount of employment land available at the part of Wynyard Park within Stockton on Tees, has exceeded the land requirement in the Regional Strategy.
- 5.30 The Council's Employment Land Review (ELR) attempted to provide a net figure for employment land at the site, by removing land which would be taken up by access roads and landscaping. In spite of this the remaining land at the site was approximately 95-hectares. As a result of the de-allocation of land for housing use, the Council will still be allocating the 70-hectare land requirement set out in the Regional Strategy.
- 5.31 As the Council has accepted that restructuring the existing consents at the site is required to deliver the Key Employment Location, this policy provides guidance for new economic development applications at the business park.

Sustainability Appraisal Summary

- 5.32 Policy EMP3 has a significant positive impact upon the Borough's economy and employment market. It is considered that there is potential for this policy to result in increased air pollution from road

travel, due to the site's poor public transport links. Although, it is possible that increasing development could result in some public transport improvements in the long term. While there is potential for environmental enhancements on the site, the development of a greenfield site and the likely increases in air pollution have the potential to lead to negative impacts upon the Sustainability Objective with the aim of living within environmental limits. There is also potential for a negative relationship with the objective relating to the Borough's environmental infrastructure, though this has the potential to be reduced by the requirement for development to have regard to the landscape.

Monitoring and Implementation

5.33 Given the scale of land released in the Wynyard area, and the Council's aspiration to positively plan for the area with a single masterplan, it is considered that a single monitoring and implementation plan should be prepared.

Monitoring Indicators	
Local indicator	Employment land take up within the Key Employment Location
Local indicator	Housing supply and completions within the Wynyard area
Local indicator	Infrastructure delivery in Wynyard
Local indicator	Comparison of housing delivery to employment land and infrastructure delivery
Local indicator	Amount of employment floorspace developed by type (i.e. B1, B2, B8) within the Key Employment Location
Local indicator	Proportion of employment units developed and committed by size
Local indicator	Status of planning permissions at the Key Employment Location, including revised planning applications

Implementation Plan	
Lead Agency	Implementation Framework
SBC	Determining planning applications and preparation of masterplan and engagement of stakeholders under the duty to co-operate
Developers	Implementation of planning permissions and funding of infrastructure
Other stakeholders	Agreement on infrastructure requirements and implementation

Employment Land for Specialist Uses

5.34 In order to develop an employment land portfolio that meets both local and sub-regional needs the Core Strategy outlines the requirement to allocate specialist employment land for airport related uses, port

related uses and the chemical processing industry. This approach is supported by the Employment Land Review.

Issues and Options Consultation

5.35 At the issues and options consultation the Council asked respondents for their views on the further development in the process industries cluster.

Option 1. Recognise the contribution of the area as stated above and maintain support for the various complexes whilst supporting diversification into other sectors i.e. renewable energy / bio-fuels. This support could extend to the identification of suitable areas for this type of 'green' development. This could be led by the Tees Valley Joint Strategy Unit with the aim of promoting a 'green' image of the whole Tees Valley.

Option 2. Recognise the significant impact that this industry has on the surrounding landscape and the image of the area in both positive (landmark industrial structures unique to the area) and negative aspects (eye sores in the form of areas of derelict land and exposed machinery) and seek to improve the visual appearance of this area whilst retaining the most important parts of the unique industrial landscape.

You Told Us

5.36 Options 1 and 2 were equally popular; option 1 recognises the contribution heavy industry makes to the area and aims to support new green technologies in the future. Option 2 aims to recognise the impact that heavy industry has had and to improve the visual appearance of the area whilst retaining the important parts of the unique industrial landscape.

5.37 The options should be seen as complementary with industry being encouraged whilst the visual appearance of the industrial landscape is improved.

5.38 There are concerns about the impact of development on the internationally and nationally important wildlife sites in the Seal Sands and North Tees Pools area.

The Process Industries

5.39 The process industries cluster within Tees Valley is an important part of the regional and national economy, however, a number of constraints affect the delivery of development on these sites. This policy seeks to allocate land for development within in two broad locations, Billingham Chemical Complex and, the North Tees and Seal Sands area.

Policy EMP4 - Process Industries Sites

- 1. Land is allocated for the process industries in the following locations:**
 - a. Billingham Chemical Complex (65 ha)**
 - b. North Tees Pools (72 ha)**
 - c. Seal Sands (157 ha)**
- 2. Uses considered appropriate in this area include liquid and gas processing; bio-fuels and bio-refineries; chemical processing; resource recovery and waste treatment; energy generation; carbon capture; and other activities that have significant operational benefits to the North and South Tees cluster.**
- 3. All development proposals should be designed and located to prevent an unacceptable increase in the level of risk to society from an industrial accident or prejudice operational facilities or allocated sites nearby.**
- 4. In order to prevent an increase in societal risk land on the western fringe of Billingham Chemical Complex land will be retained in general industrial or waste management uses in order to maintain a buffer between residential properties and the site.**

Reasoned Justification

- 5.40 The North and South Tees Industrial Framework seeks to provide a plan for the future of process industries in the Tees Valley. The document has involved significant consultation with the main commercial stakeholders in the area. The findings of the North-South Tees study has informed the uses which are appropriate at North Tees, Seal Sands and Billingham Chemical Complex.
- 5.41 It is established policy to retain a buffer of general employment land in the Billingham Chemical Complex area. The reason for maintaining land in general employment uses is to provide a buffer between heavy industrial uses on the site and surrounding residential and commercial development that would be sensitive to such development. The exact extent of this buffer will be agreed with the Health and Safety Executive.
- 5.42 The policy identifies the need for all proposals to be sensitively designed in order to prevent an increased risk to society from the development. The societal risk process seeks to estimate the chances of people being harmed from an industrial accident. Developments that either introduce a new industrial facility with an increased risk to the public or a commercial or residential development that introduces a

high number of people near to a site at risk are subject to consultation with the Health and Safety Executive.

Sustainability Appraisal Summary

- 5.43 Policy EMP4 allocates land for process industries and is compatible with the economic and employment related Sustainability Objectives set out within the accompanying Sustainability Appraisal. The sites allocated within Policy EMP4 have been covered by a Strategic Flood Risk assessment, which has indicated an increasing risk of flooding due to climate change. However, the relationship with the climate change objective has been identified as uncertain. This is because the SFRA indicated potential for mitigation and the requirements of sequential and exceptions tests have been met on these sites. In addition, the potential impacts on air pollution are uncertain, as this will largely depend upon the nature of individual proposals.
- 5.44 There is also potential for this policy to lead to an increase in resource use and road based transport. However, this is uncertain as the clustering of related developments could reduce freight transport and encourage symbiotic relationships, with the waste of one industry being used as the resource for another. There is also potential for the policy to conflict with environmental infrastructure, due the locations of the allocated sites being in close proximity to the Teesmouth and Cleveland Coast SPA and Ramsar site. While Policy EMP4 will not result in a conflict with this species of this European Site, no assessment has been completed into the potential impacts upon other biodiversity and, therefore, there is still potential for conflict with the Sustainability Objective.

Monitoring and Implementation

Monitoring Indicators	
Local Indicator	Amount of land developed at these locations
Local indicator	Amount of land available in these locations
Local indicator	Changes to the Health and Safety consultation zones
Local indicator	Number of applications with appropriate assessments and the decision on each case.

Implementation Plan	
Lead Agency	Implementation Framework
SBC	Determining planning applications
Tees Valley Unlimited	Development of Local Economic Partnership and governance of the North South Tees Cluster
Developers	Implementation of planning permissions

- 5.45 Elsewhere within the North Tees and Seal Sands land allocations development proposals must demonstrate that the proposal will not

have a combined or cumulative impact on birds of the Teesmouth and Cleveland Coast SPA.

Policy EMP5 - Important Bird Populations and the Seal Sands and North Tees Sites

- 1. Development will be encouraged in the North Tees and Seal Sands area on land which is not of functional importance for bird species associated with the Teesmouth and Cleveland Coast SPA and Ramsar site.**
- 2. All proposals will be required to provide measures to reduce the impact of the development on the birds of the Teesmouth and Cleveland Coast SPA taking in to account the need to:**
 - a. retain and maintain an undeveloped margin between developments and sensitive areas and the Seal Sands SSSI**
 - b. retain and maintain an undeveloped margin between development and land known as the Vopak Foreshore**
 - c. provide, where necessary, appropriate mitigation measures to off-set any loss of identified habitats. Mitigation measures should be appropriately designed and established prior to the commencement of development.**
- 3. Elsewhere within the North Tees and Seal Sands land allocations, the Council will expect that developers take into account the combined or cumulative impact of any development proposals on birds of the Teesmouth and Cleveland Coast SPA.**
- 4. Land is designated as strategic mitigation, to off-set development on allocated land elsewhere in the North Tees and Seal Sands area at land to the north of Brine Reservoir, Seal Sands link road.**

Reasoned Justification

- 5.46 The Habitats Regulation Assessment of the Core Strategy DPD recognised the potential impact that expansion of specialist industries in the North Tees / Seal Sands area may have on sensitive ecological sites. At the examination in public the Council agreed to undertake a study with Natural England and RSPB to assess the most sensitive areas of land within the Seal Sands and North Tees area. The Council commissioned the Industry and Nature Conservation Association (INCA) to assess the importance of sites safeguarded for the process industries in the Core Strategy.
- 5.47 This study had significant involvement from Natural England and the RSPB and informed site allocations in this area. Altogether the land which is allocated for employment development at North Tees is important for bird populations. It is therefore important that alternative

locations are provided for bird populations to mitigate the loss of this land.

- 5.48 The Council has therefore sought to identify an area of strategic mitigation for use by birds which are displaced by development. The Council's preferred option for strategic mitigation is to define a piece of land to the north of the Brine Reservoir adjacent to Seal Sands Link Road. It is anticipated that the land-owners will agree management details of this site with an appropriate management organisation.
- 5.49 The study also allowed the Council to identify sites which are of functional importance for the Teesmouth and Cleveland Coast SPA and Ramsar site. Where sites are of functional importance they have not been allocated in the development plan. The areas which are identified as being of the most importance are generally adjacent to important components of the SPA, for example a mud-flat used for feeding at low-tide or a significant water body.
- 5.50 It should be noted that this policy relates to bird populations which are linked to the Teesmouth and Cleveland Coast Special Protection Area (SPA) and Ramsar site. Development proposals will also be expected to meet the requirements of the Habitats Regulation Assessments, national planning policies on bio-diversity and Core Strategy Policy CS10.

Sustainability Appraisal Summary

- 5.51 Policy EMP5 seeks to protect the important bird populations associated with the Teesmouth and Cleveland Coast SPA and Ramsar site, which is in close proximity to the site allocations within policy EMP4, while still allowing industrial development. As a result, it performs positively against the Sustainability Objectives relating to environmental infrastructure, the economy and employment. The policy is identified as having an uncertain relationship with the objectives relating to climate change and environmental limits due to the uncertain nature and operation of the development proposals coming forward.

Monitoring and Implementation

Monitoring Indicators	
Local indicator	Number of appropriate assessments received with planning applications.
Local indicator	Amount of land identified for mitigation measures for development affecting the SPA and Ramsar site.

Implementation Plan	
Lead Agency	Implementation Framework
SBC	Determining planning applications
Natural England	Consultation on ecological issues

R.S.P.B	Consultation on ornithological issues
Tees Valley Unlimited	Development of Local Economic Partnership and governance of the North South Tees Cluster
Developers	Implementation of planning permissions

Port Related Development

Policy EMP6 - Port and River Based Uses

1. The following sites are allocated for port or river based uses:
 - a. Billingham Reach Industrial Estate (9 ha)
 - b. Casebourne Site (6 ha)
 - c. Haverton Hill Industrial Estate (25 ha)
 - d. Port Clarence (22 ha)

2. In these locations the following uses are considered to be suitable:
 - Operational facilities – including wharves, jetties, slipways, quayside, navigation and docking facilities.
 - River based logistics – Warehousing, hardstanding areas, general storage
 - Storage of hazardous substance – Facilities for the storage of items covered by the Hazardous substances consent regulations, related to the import and export of the substance
 - Industrial uses – Essential facilities for fabrication, maintenance or decommissioning of marine vessels, oil-rigs and other large structures requiring transportation by sea
 - Energy generation – power stations and associated infrastructure that are reliant on a port/river-based location

3. Developers will be required to demonstrate why a riverside port-location is required for storage facilities for hazardous installations and why there are no suitable alternative locations for the development elsewhere. Development that requires hazardous substances consent will not be encouraged in the Billingham Reach and Haverton Hill areas because of flood risk concerns

4. Uses not included in point 2 above, which have specific locational requirements, will be encouraged where they demonstrate that:
 - There are no other locations within the employment land portfolio which can accommodate the proposed development
 - The proposed development is essential for sustainable development or operational relationships with existing processes in the area, or other sustainability considerations

Reasoned Justification

- 5.52 Policy CS4 of the Core Strategy safeguards land along the North Bank of the River Tees, excluding a section to the North Tees Mudflat component of the Tees and Hartlepool Foreshore and Wetlands SSSI, for development requiring a port or river based site. Regeneration and Environment LDD Policy EMP5 - Important Bird Populations and the Seal Sands and North Tees Sites, allocates land for development for specific port related uses in accordance with recommendations within the North-South Tees Study. The suitability of land for port-related uses at Seal Sands and North Tees is constrained by the Cleveland Coast Special Protection Area (SPA) and Ramsar site. Policy EMP6 deals with development in the North Tees and Seal Sands areas and encourages proposals that have operational benefits to the process industries cluster, for example port related facilities, providing there is no impact on the integrity of the SPA and Ramsar site.
- 5.53 In certain instances a non-port or river based development may wish to locate onto one of these riverside sites. To ensure that an adequate supply of land is available for port related development, it is the Council's preferred option to assess each proposal on a case-by-case basis subject to the criteria contained in the policy above.

Sustainability Appraisal Summary

- 5.54 Policy EMP6 allocates land for development requiring a port or river location and is compatible with Sustainability Objectives relating to the economy and employment and sustainable transport. The policy's relationships with the climate change, environmental limits and environmental infrastructure objectives are uncertain. The SFRA shows that the flood risk on these sites will increase due to climate change. However, it has been demonstrated that the requirements of sequential tests can be fulfilled. There is potential for an increase in air pollution and resources use and an impact upon the Teesmouth and Cleveland Coast SPA and Ramsar site but this depends upon the nature of the proposals coming forward and the policy does support sustainable freight transport.

Monitoring and Implementation

Monitoring Indicators	
Local Indicator	Amount of floorspace developed in the area for port related uses
Local indicator	Amount of non-port related uses granted in the area

Implementation Plan	
Lead Agency	Implementation Framework
SBC	Determining planning applications
Tees Valley Unlimited	Development of Local Economic Partnership and governance of the North South Tees Cluster

Developers	Implementation of planning permissions
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Airport Uses

Policy EMP7 - Airport Related Uses

1. 50 ha of employment land are allocated at Durham Tees Valley Airport for airport related uses, which allow for the sustainable expansion of facilities at the airport.
2. Appropriate airport related uses include, operational infrastructure; terminal facilities; car facilities; maintenance facilities; offices; warehousing/distribution; ancillary training centres and hotel accommodation. Proposals for town centre uses will be supported where it can be demonstrated that they are ancillary to the function of the airport.
3. Within the Durham Tees Valley Airport safeguarding area, as identified on the Policies Map, proposals for development that may affect the operation of the airport will be determined in accordance with Government circular 01/2003 or any successor policy guidance.
4. 20 ha of general employment land is allocated at Durham Tees Valley Airport. Development proposals on this land will be limited to large scale industrial and logistics developments. Any new office development in this area must be required for the function of the airport.

Reasoned Justification

5.55 The Core Strategy recognises the existing planning permission for airport related uses at Durham Tees Valley Airport in line with the Regional Spatial Strategy Requirements. The following table outlines what development is considered to be an airport related uses. The majority of the requirements within this policy were covered within the North East of England Regional Spatial Strategy, which has now been revoked. The Council has included this policy to fill the policy vacuum that resulted from the revocation of the Regional Spatial Strategy.

Figure 2 Airport Related Uses

Development Category	Specific Uses
Operational Infrastructure	Runways Taxiways Aircraft Apron Control Tower Fire Station Internal Highways Service Vehicle Maintenance etc. Aviation Fuel Farm

	Vehicle fuel storage
Terminal Facilities	Airlines Sales, Reservations and Bookings Passenger Facilities, including Catering Passenger Retail Facilities Public Transport Facilities
Car Facilities	Car Hire Public Car Parking Staff Parking Petrol Filling Station
Maintenance Facilities	Aircraft Maintenance Avionics Maintenance and Supply
Offices	Ancillary Uses Supporting Functions
Warehousing/Distribution	Freight Forwarding Freight Agents In-flight Catering Facilities Flight Packaging and Provision Facilities
Training Centres	Airline Training Centres Related Training Centres
Hotel	Accommodation Conference Ancillary Activities

Sustainability Appraisal Summary

5.56 Policy EMP7 allocates land for airport related uses and shows a strong positive impact upon the economy and the employment market. The Policy's support for air travel leads to conflicts with objectives relating to climate change, living within environmental limits and developing sustainable transport within the Sustainability Appraisal.

Monitoring and Implementation

Monitoring Indicators	
Local Indicator	Amount of floorspace developed in the area by type – B1 B1a/b/c, B2 and B8
Local indicator	Total amount of permitted floorspace remaining.

Implementation Plan	
Lead Agency	Implementation Framework
SBC	Determining planning applications
Developers	Implementation of planning permissions

6. Town Centres

Stockton Town Centre

Introduction

- 6.1 The Core Strategy DPD identifies Stockton Town Centre as the main centre within Stockton Borough. Policy CS5 stipulates that retail allocations will only be made in or on the edge of the Town Centre. The Stockton Town Centre study identifies a number of priorities which could be taken forward, including:
- Provide good quality anchor stores in locations which will drive up footfall and stimulate investment within the town centre
 - Create a new high quality public space beside the town hall and pedestrianise the central section of the High Street
 - Re-introduce on-street car parking at either end of Stockton High Street
 - Amend emerging LDF policies to facilitate a 'leisure quarter'
 - Improve linkages between the Riverside and the town centre through the provision of a new 'green boulevard' and potentially a 24-hour access to the Millennium Bridge through the Castlegate Centre
 - Pursue the potential for developing a new bus station
- 6.2 The Council has selected a number of these options to take forward as development schemes, as presented in the Stockton Town Centre Prospectus published in 2011. As well as providing the context for regenerating Stockton Town Centre, the policies in this section of the Regeneration and Environment LDD aim to provide the framework for the regeneration of Billingham District Centre and High Newham Court; the continued improvements at Thornaby District Centre; and maintaining and enhancing the vitality and viability of Yarm District Centre and the other local and neighbourhood centres within the Borough.

Issues and Options Consultation

- 6.3 At the Issues and Options Consultation, two main issues for the Town Centre were raised. With reference to Linking Stockton Town Centre to the Riverside, respondees were asked to pick from the following four options:

Option 1. Leave the riverside as it is – a major road corridor - and concentrate on development in the town and other sites

Option 2. Improve access and functionality of the High Street

Option 3. Develop some of the riverside land with buildings where there is less attractive open space and invest in the largest part of the space between Finkle Street and the Police Station to create a park
Option 4. Acknowledge the difficulties in linking the two sites, and develop more intensive uses to make the best economic use of the land.

- 6.4 The issue of the Stockton Town Centre layout was also raised at Issues and Options Stage. Respondents were asked to express a preference from the following options:

Option 1. Maintain the existing Layout and provide more information about buses
Option 2. Remove all buses and taxis from the High Street and make it totally pedestrianised
Option 3. Reorganise the High Street layout so that the buses and taxis are less confusing
Option 4. Allow more traffic into the high street again

You Told Us

- 6.5 Of the 17 responses received regarding Linking Stockton Town Centre to the Riverside, option 3 was the most popular, however there was also support for options 1 and 2. Most comments recognised that the centre has turned its back on the riverside and that it was essential to create better links between the town and the river. Several comments identified that the Riverside Road cuts the centre off from the riverside and that this issue should be addressed.
- 6.6 With regard to Stockton Town Centre Layout, there was some support for all of these options. Several comments suggested that the High Street is too large an area for pedestrianisation and that the High Street should be returned to its former layout. However, some comments were in favour of completely pedestrianising the High Street. Option 3 received the greatest number of responses, highlighting the current dissatisfaction with the current arrangement.

Stockton Town Centre Improvements

Policy TC1 - Stockton Town Centre Improvements

- 1. Within Stockton Town Centre, the Council will support development that compliments the established character of the area. Further guidance on design and character will be provided in the Stockton Town Centre Urban Design Guide SPD.**
- 2. The Council will seek to deliver the following key public realm improvements within Stockton Town Centre:**
 - a. Central High Street - high quality, landscaped civic space will**

be delivered through improvements to existing pedestrianised area

- b. **A Land Bridge Gateway will be created to connect the High Street to the Riverside in two phases:**
 - i. **Land Bridge Gateway – the demolition of Lindsay House and hard landscaping will establish a pedestrian and cycle link towards the riverside**
 - ii. **Land Bridge – the erection of pedestrian and cycle land-bridge linking the Town Centre and the River Tees**
- c. **Castlegate link – provide a direct, un-restricted, pedestrian route from the Tees-Quay Millennium Bridge to the High Street**
- d. **North High Street – flexible space to be utilised for events and markets within the Town Centre**
- e. **South High Street – multi-purpose space to provide facilities for market traders and other uses on non-market days**
- f. **Church Road – improvements to facilitate tree-lined boulevard and additional on-street car parking spaces**

3. The Council will seek to re-introduce some vehicle traffic to the High Street and allow sympathetically designed car parking as part of the identified key public realm schemes.

Reasoned Justification

- 6.7 A Stockton Town Centre Urban Design Guide SPD which builds on the recommendations in the Stockton Town Centre Study and acts as the conservation area management plan for the centre will be produced.
- 6.8 The comments from the Regeneration DPD Issues and Options consultation showed general support for changes to the High Street, a consensus which has been confirmed by a more recent consultation on the Stockton Town Centre Prospectus. Within the Town Centre there are a number of opportunities to improve the public realm, layout of the High Street and improve linkages within the centre and through to the River Tees. These schemes include, amongst others, creating a central space within the Town Centre and a pedestrian link from the riverside to the Town Centre over Riverside road. Part of these proposals would see the re-introduction of car parking to the High Street. Other schemes propose changes to the High Street layout to improve the market experience and provide dedicated events spaces. Improvements to Church Road, including facilitation of a tree-lined boulevard and additional on-street car parking spaces are also planned.
- 6.9 It is anticipated that implementation of these proposals will provide important infrastructure to enhance the environment of the Town Centre and the setting of regeneration schemes in the conservation area. In particular, it is expected that the physical improvements to the High Street will provide a suitable environment for improving the

appearance of the centre and establishing a diverse evening economy in the town. It is also anticipated that the re-introduction of car parking will add additional life to the town outside of daytime business hours, supporting the evening economy.

Sustainability Appraisal Summary

- 6.10 Policy TC1 will have a positive impact upon the economy and the Sustainability Objectives relating to climate change and environmental limits as improving the vitality and viability of the town centre will support local businesses and encourage visitors to a centre with good public transport links. This policy also makes a positive contribution towards building sustainable neighbourhoods. Policy TC1 does have some uncertainty in its relationship with the sustainable transport Sustainability Objective, while it is likely to be a positive relationship, the policy does encourage increased car parking within the town centre.

Monitoring and Implementation

Monitoring Indicators	
Local Indicator	Progress of schemes (prior to implementation)
Local Indicator	Footfall in town centre
Local Indicator	Vacancy rates in Primary Shopping Area
Local Indicator	Events facilitated in civic space

Implementation Plan	
Lead Agency	Implementation Framework
SBC	Stockton Town Centre Urban Design Guide
SBC	Regeneration Strategy
SBC	Determination of Planning Applications
Developers	Implementation of Planning Applications

Sites for major new retail development

Policy TC2 – Sites for major new retail and town centre use development

1. Land is allocated within Stockton Town Centre for major retail and town centre use development at:
 - a. Land to the rear of 90-101a High Street, Stockton; and
 - b. Southern Gateway.
2. Residential development will be supported at upper floor level and at ground floor level where it is a subordinate part of the main proposal;
3. The Council will expect development proposals at land to the rear of 90-101a High Street to be designed so that:

- the main pedestrian entrances into new buildings are located at suitable locations on the High Street;
- the historic setting of the site is conserved and enhanced with any buildings that make a positive contribution to the Conservation Area retained;
- new buildings and public realm respond positively to the historic environment of the High Street, Yarm Lane, West Row and Exchange Yard in terms of urban structure and scale and massing;
- vehicular access and servicing to new development come primarily from Prince Regent Street. In particular, the Council will support proposals which provide appropriate rear servicing to existing units on Stockton High Street.

4. The Council will expect development proposals for the Southern Gateway site to:

- ensure that the main entrance to any buildings are well connected to the primary shopping area of Stockton Town Centre;
- provide sufficient car parking to serve the new development and the existing retail units within the Castlegate Centre and town centre;
- have a positive impact on the physical environment and streetscape of the High Street Frontage, Bridge Road, Riverside Road and Tower Street;
- introduce improved pedestrian connections between Stockton Town Centre and the riverside area.

5. The Council will expect the developer to prepare a masterplan for these sites which reinforces the historic character and setting of the wider town centre and conservation area and reflects advice in the Stockton Town Centre Urban Design Guide.

Reasoned Justification

6.11 The Core Strategy states that allocations for retail development will only be located in or on the edge of Stockton Town Centre. The Stockton Town Centre study identifies the following sites as having potential for retail development:

- Land to the rear of 90 – 101 High Street Stockton
- Castlegate Centre Car Park / Southern Gateway
- Wellington Square Car Park
- Municipal Buildings, Church Road

- 6.12 There is insufficient evidence to allocate the Municipal Buildings site and Wellington Square car park sites at this stage, as there is no clear indication that they will become available for development during the plan period. The Municipal Buildings site would require the relocation of a civic centre, whilst the Wellington Square car park site would require on-site compensatory car parking as well as additional car parking for any new development.
- 6.13 The allocation of the site at 90-101a High Street provides an opportunity to regenerate the southern part of Stockton High Street with a scheme that complements existing heritage assets in the area. The site is situated on land bounded by the High Street, West Row, Yarm Lane and Ramsgate and was identified in the Stockton Town Centre Study as an alternative office location for Stockton Borough Council. This site is previously developed land which has been partially vacant for a number of years. In addition the site also includes the Zanzibar night-club and several other buildings which currently detract from the conservation area and street scene of the High Street. It is considered that this site could be suitable for retail use and other town centre uses, subject to a suitable scheme being devised.
- 6.14 In order to realise the full regeneration benefits of the site, the Council considers that the proposal should be complementary to the operation of other commercial operators in the area. The policy promotes a scheme that would provide improved rear servicing to existing High Street properties. This would prevent conflict between service vehicles and pedestrians on the High Street, and improve the operation of businesses in these units. This will facilitate a stronger High Street, which will be of benefit to the occupants of the new development in this allocation.
- 6.15 The southern gateway area is considered to be an attractive location for potential retail development and other town centre uses. The site is well related to significant local road infrastructure and is in a prominent location. Indeed the scheme to realign Riverside Road, will free up sufficient land to create a suitable development site. Key considerations of any development on this site would include linking the town centre to Stockton Riverside and designing a development which integrates in to both the conservation area and the Brutalist school of architecture of the Castlegate Centre.
- 6.16 This policy seeks to ensure that development on these sites respects the important characteristics of the conservation area and enhances the vitality and viability of the Town Centre as a whole. This includes designing buildings with a similar vernacular displayed elsewhere in the Town Centre, for example a number of buildings demonstrate a vertical emphasis. Development proposals must not overlook how they can have a positive impact on adjacent properties by enhancing the physical environment of various street scenes, and by creating opportunities, where appropriate, for existing units to be improved.

Sustainability Appraisal Summary

- 6.17 Policy TC2 allocates land within Stockton Town Centre for retail development. This will support the vitality and viability of the Town Centre and the policy is, therefore, compatible with the majority of the Sustainability Objectives outline in the Sustainability Appraisal. There is some uncertainty with the objective for developing sustainable transport due to the provision of additional car parking, which may encourage more trips by private vehicle.

Monitoring and Implementation

Monitoring Indicators	
Local Indicator	Progress of scheme (prior to implementation)
Local Indicator	Footfall in town centre
Local Indicator	Vacancy rates in Primary Shopping Area
Local Indicator	Stockton's position in top 100 retail destinations

Implementation Plan	
Lead Agency	Implementation Framework
SBC	Stockton Town Centre Urban Design Guide
SBC	Determination of Planning Application
Developers	Implementation of Planning Application

Stockton Town Centre Primary Shopping Area

Policy TC3 - Stockton Town Centre Primary Shopping Area

1. Stockton Town Centre contains the Primary Shopping Area for the Borough, which includes the Primary Shopping Frontage and Secondary Shopping Frontages.
2. To maintain a supply of larger units for retailing use in the Primary Shopping Area, proposals for the change of use of retail (A1) units with a gross floorspace over 280 sq. m will not be supported.
3. The Council will seek to encourage retailing by maintaining the following proportions of the Primary Shopping Frontage in retail (A1) use:
 - a. Wellington Square 90%
 - b. High Street (North) 80%
 - c. High Street (Castlegate) 80%
 - d. Castlegate Centre 90%
 - e. High Street (West) 60%

4. **Within the Primary Shopping Frontage, to maintain a predominance of retail units throughout the frontage, proposals (including changes of use) which would result in groupings of more than two adjacent units in non-retail uses will not be supported.**
5. **The Council will seek to encourage retailing by maintaining the following proportions of the Secondary Shopping Frontage in retail (A1) use:**
 - a. **High Street (East) 40%**
 - b. **High Street (South) 40%**
 - c. **Dovecot Street 40%**
6. **Within the Secondary Shopping Frontage, to maintain a spread of retail units throughout the frontage, proposals (including changes of use) which would result in groupings of more than four adjacent units in non-retail uses will not be supported.**
7. **Outside of the Primary and Secondary Shopping Frontages, proposals which allow a mix of town centre uses (as identified in national policy) will be encouraged providing they do not result in a continuous group of more than four non-retail properties or an over-concentration of one use.**

Reasoned Justification

- 6.18 The Core Strategy identifies Stockton town centre as the principal shopping centre within the Borough. The NPPF states that Council's should define the extent of their town centres, the primary shopping area and the frontages within the centre.
- 6.19 Policy TC3 seeks to retain the retail function of Stockton Town Centre and Primary Shopping Area (PSA). Established policy in Alteration 1 to the Stockton on Tees Local Plan (2006) states that 90% of the primary shopping frontage and 60% of the secondary shopping frontage must be retained in retail use.
- 6.20 As recommended in the Stockton Town Centre Study (2009), the primary and secondary shopping frontages have been consolidated by reducing their overall length from those set out in Alteration 1 to the Stockton on Tees Local Plan (2006). The Preferred Options policy therefore excludes 586 metres of previously allocated frontage on Bishopton Lane, Norton Road, High Street (north of Church Road), West Row and Bridge Road. This is approximately 20% of the original shopping frontage.
- 6.21 The preferred options policy also sets the proportion of the Primary Shopping Area frontages to be maintained in retail use. In Alteration 1

to the Stockton on Tees Local Plan (2006), the retail frontage was split into 'primary' and 'secondary' designations, to be maintained at 90% and 60% in retail use respectively. Whilst existing policy continues to be successful in maintaining a relatively high proportion of those frontages in retail use, it has the potential to render an otherwise acceptable change of use unacceptable because of an existing concentration of non-retail uses in another part of the centre.

- 6.22 Policy TC3 addresses this issue by dividing the Primary Shopping Area into eight localised stretches of retail units frontage. The proportion of each section to be maintained in retail use has been set individually, taking into account their existing function and character, alongside the strategic needs of the Town Centre. This will ensure that the strongest retail locations maintain a high proportion of retail use, supporting the Town Centre's wider retail function. However, the policy also recognises that in some areas, it is appropriate to allow a wider mix of uses to support the Town Centre's vitality and viability, reducing the likelihood of units remaining vacant for long periods. To ensure a strong retail function is maintained across the Town Centre, the policy also gives advice on the groupings of non-retail uses immediately adjacent to each other. The evening economy policy provides specific guidance on food and drink uses (A3, A4, and A5 use class).
- 6.23 The proportion of each section to be maintained in retail use has been set at a realistic level, reflecting current circumstances and plans. It is likely that this will result in a lower proportion of the Primary Shopping Area frontage being in retail use. It is considered that the consolidation of the Primary Shopping Area and the potential for reducing the number of vacancies will off set this impact. However, the proportion of the frontage to be maintained in retail use in the High Street (South) area has been set at a level which will mean that any further changes of use away from retail will be resisted. In this area, the Council is seeking to encourage a greater range of uses, particularly retail and would not support further proliferation of the evening economy.

Sustainability Appraisal Summary

- 6.24 Policy TC3 will strengthen the Borough's main shopping area and encourages retail development in a sustainable location. As a result, the policy is compatible with the majority of Sustainability Objectives identified within the Sustainability Appraisal. No uncertain or negative impacts were identified.

Monitoring and Implementation

Monitoring Indicators	
Local Indicator	Proportion of primary and secondary frontage in retail (A1) use
Local Indicator	Proportion of primary and secondary frontage vacant or let at below market rents

Local Indicator	Footfall in town centre
Local Indicator	Stockton's position in top 100 retail destinations

Implementation Plan	
Lead Agency	Implementation Framework
SBC	Determination of Planning Application
Developers	Implementation of Planning Application

New Town Centre Uses

Policy TC4 - New Town Centre Uses

1. The main uses which will be directed to Stockton Town Centre are retail (A1 use class), bank and building societies (A2 use class), food and drink (A3 and A4 use classes), offices (B1 use class) hotels (C1 use class) and leisure facilities (D2 use class). In addition, residential (C3 use), hot food takeaway (A5 use class) health facilities (D1 use class) and other appropriate uses (sui generis) will be acceptable in principle.

2. Within Stockton, the sequential test for Town Centre Development set out in national planning policy will be applied as follows:

- a. Proposals for retail (A1 use-class) development will be directed to the Primary Shopping Area;**
- b. All town centre uses will be directed to sites within the boundaries of Stockton Town Centre and the various District and Local Centres;**

If it can be demonstrated that there are no suitable and available sites in the areas defined in a) and b) to accommodate a proposed development, preference will be given to sites:

- c. on the edge of Stockton Town Centre or on the edge of the boundaries of the District and Local Centres within the Borough;**
- d. in Principal Office Locations (for office development only);**
- e. in out-of-centre locations well served by a choice of means of transport or which have a high likelihood of forming links with the centre.**

Other out of centre locations will only be considered acceptable in terms of the sequential test if it can be demonstrated that there are no suitable and available units in the areas defined in points c to e.

3. The Council will expect planning applications for town centre uses of more than 1000 square metres gross floor space located outside or on the edge of Stockton Town Centre and the District Centres, to be accompanied by an impact assessment demonstrating that the relevant centres will not be adversely affected by the development.

The key local impacts to be considered include the impact of the proposal on defined retail centres and specifically the delivery of:

- **A major food-store linked to Stockton Town Centre Primary Shopping Area**
- **Office and leisure uses on the North Shore development**
- **Town Centre Gateways and the wider regeneration of the Core Area as defined in the Core Strategy**
- **Regeneration proposals at Billingham District Centre**
- **The continued regeneration of Thornaby District Centre**
- **The regeneration of High Newham Court Local Centre**

Reasoned Justification

6.25 The Core Strategy identifies the hierarchy of town centres for Stockton-on-Tees Borough setting out the town, district and local centre designations. This policy applies a sequential approach to locating town centre uses within these centres, which takes account of local circumstances relating to offices. This approach is considered to be locally distinctive whilst being consistent with national planning policy on town centre uses and the Stockton-Middlesbrough Initiative.

6.26 In accordance with national guidance the policy also includes a threshold for the size of development that would be subject to an impact assessment under the NPPF. This threshold has been set at 1,000 square metres (gross floorspace) due to the low level of supply of units above this figure within the defined centres, and will be applied flexibly depending on the local impacts set out within the policy.

Sustainability Appraisal Summary

6.27 Policy TC4 supports the hierarchy of retail centres within the Borough and directs the development of town centre uses to the most sustainable locations. It has been assessed within the Sustainability Appraisal as being compatible with the majority of Sustainability Objectives and no conflicts or uncertainties were identified.

Monitoring and Implementation

Monitoring Indicators	
Core Indicator	BD4: Total amount of floorspace for 'town centre uses' in centre and out of centre locations
Local indicator	The office element of national indicator BD1 (Total amount of employment floorspace) only by location.

Implementation Plan	
Lead Agency	Implementation Framework

SBC	Determination of planning applications
Developers	Implementation of planning permissions

The Evening Economy

Issues and Options Consultation

6.28 The Issues and Options draft asked respondents to consider what action should be taken to create a more balanced range of uses in areas of the town centre where clusters of bars and takeaways currently dominate. Four options were presented:

Option 1. Maintain the concentration of these uses so that it is all in one place and it can be controlled

Option 2. Permit no further food and drink uses in Stockton Town Centre so that the problem does not grow

Option 3. Allow more food and drink uses, but not in that area

Option 4. Comprehensively redevelop the area between Yarm Lane, the High Street, West Row and Ramsgate to provide a more varied range of land uses.

You Told Us

6.29 The majority of respondents selected option 4, however, several respondents, including English Heritage, strongly stated that any redevelopment schemes should reflect the heritage of the centre. A number of people commented that the evening economy is directed at younger people and the area has become shabby, untidy and run down, and that redevelopment should diversify the mix of uses.

Policy TC5 - Stockton Town Centre Evening Economy

1. **Within and on the edge of Stockton Town Centre, proposals for leisure, tourism and entertainment uses which contribute to the evening economy will be encouraged in available and suitable premises, in particular in the vicinity of:**
 - a. **The Arc and the Cultural Quarter linked together by Dovecot Street and Silver Street**
 - b. **The Globe Theatre and Church Road**
 - c. **Stockton High Street, which will provide opportunities for associated retail uses opening into the evening**
2. **Proposals for cafes and restaurants (A3 use) which provide eating opportunities for visitors throughout the day and into the evening will be encouraged in the secondary shopping frontage at Dovecot Street and also on Silver Street.**
3. **Where it can be demonstrated that there are no suitable units within**

the areas set out in points 1a, b and c, proposals for bars and public houses (A4 use) will be encouraged to locate in premises that are well related to those areas.

- 4. The Council will consider the cumulative impact of proposals for restaurants (A3 use), bars (A4 use) and nightclubs (sui generis) on the character; perception and appearance of the area. Continuous groupings of more than two adjacent food and drink uses (A3, A4, A5) or nightclub uses or an over-concentration of these uses will not be supported.**
- 5. In the High Street (South) secondary shopping frontage and Yarm Lane area proposals for new food and drink (A3, A4, A5) and nightclub (sui generis) uses will be not be supported at either ground floor or upper floor level. However, proposals for change of use from food and drink uses to other town centre uses will be encouraged.**

Reasoned Justification

- 6.30 Significant opportunities to diversify the evening economy offer within Stockton Town Centre have been identified in the Stockton Town Centre Study. The Council also considers that retail uses that open into the evening are an essential part of a successful evening economy. This mix of businesses will provide a variation of premises with alternative opening hours in and around the Primary Shopping Area, bringing additional footfall to the centre.
- 6.31 Regeneration and Environment LDD Policy TC4 directs all café / restaurant uses (A3 use), public houses (A4 uses) and other leisure uses towards Stockton Town Centre, however key consideration in determining proposals for evening economy uses is the concentration of uses within individual areas. This policy seeks to locate new uses within certain areas, it also includes criteria aimed at maintaining an appropriate mix of uses. A policy without restrictive criteria could potentially lead to an over concentration of these uses which impacts on the vitality and viability of the centre which would adversely impact on the main purpose of the policy.
- 6.32 One such area within the centre is the High Street (South) area of secondary shopping frontage. A significant proportion of the existing evening economy is clustered in this relatively short frontage and is detrimental to its vitality and viability and the wider perception of Stockton Town Centre. Within this area, further changes of use to cafes, restaurants (A3 use), public houses (A4 use) and nightclubs (sui generis use) will be resisted. In order to change the perception of this area, changes of use from A3, A4 and A5 uses to other town centre uses will be encouraged.

Sustainability Appraisal Summary

- 6.33 Policy TC5 will direct evening economy uses to Stockton Town Centre and other centres in the retail hierarchy, supporting their viability and promoting the use of public transport. This has led positive assessment against the majority of Sustainability Objectives within the Sustainability Appraisal. There were no identified conflicts or uncertainties.

Monitoring and Implementation

Monitoring Indicators	
Local Indicator	Proportion of Stockton Town Centre in A3/A4/A5/Sui Generis (nightclub) use class
Local Indicator	Proportion of The Arc and the Cultural Quarter linked together by Dovecot Street and Silver Street in A3 use
Local Indicator	Proportion of The Globe Theatre and Church Road in A4/A5/Sui Generis (nightclub) use
Local Indicator	Proportion of the Primary and Secondary Shopping Frontage in A4/A5/Sui Generis use
Local Indicator	Proportion of High Street (South) in A4/A5/Sui Generis use
Local Indicator	Location of new A3/A4/Sui Generis (nightclub) uses

Lead Agency	Implementation Framework
SBC	Stockton Town Centre Evening Economy Study
SBC	Determination of planning applications
Developers	Implementation of planning permissions

District Centres

Issues and Options Consultation

- 6.34 District centres were not referred to at the Issues and Options stage. However, one response was received which suggested that the Northumbrian Water site adjacent to the existing Thornaby District Centre Boundary should be included within the centre. Following the Issues and Options stage, a representation was also received on behalf of the owner of the former Campbell's Garage site on Yarm High Street. This also sought inclusion of the site within the district centre boundary. The Council's preferred option is for these sites to remain outside of the district centre boundaries.
- 6.35 The inclusion of the Northumbrian Water site within Thornaby District Centre would result in the boundary of the centre being drawn too widely. This could lead to this large site being made available for a retail use which may detract from or unnecessarily lengthen the existing retail core of the district centre. It is envisaged that this would undermine the vitality and viability of the centre.

6.36 The Campbell's Garage site is also considered unsuitable for inclusion within Yarm District Centre. The boundary of Yarm District Centre has been reviewed in line with established practice guidance, leading to the conclusion that properties which are likely to remain in residential use should be excluded from the centre's boundary, resulting in a smaller, more compact centre. It is considered that this approach fits with the PPS4 practice guide which suggests that district centre boundaries should not be drawn too widely. In this context, it would be inappropriate to include the Campbell's Garage site, which is surrounded by residential properties and is physically separate from the High Street retail frontages.

Development and Change of Use within the District Centres

Policy TC6 - Development and Change of Use within the District Centres

- 1. The District Centres at Thornaby, Billingham and Yarm will provide a range of shops and services for local communities.**
- 2. The Council will maintain a high proportion of retail units in all District Centres. Proposals for change of use away from retail (A1) will be supported if it can be demonstrated that:**
 - the proposed use will not detrimentally harm the vitality and viability of the centre**
 - the additional use results in no more than four non-retail units adjacent to each other**
 - In Billingham and Thornaby District Centres, the proposal will generate significant regeneration benefits for the wider centre**
- 3. To support Yarm District Centre's historic High Street frontage and mix of uses proposals must also demonstrate that they result in:**
 - no more than 50% of the overall length of frontage being given over to non-retail uses**
 - no more than 20% of the frontage will being given over to food and drink and nightclub uses**
 - residential properties on the High Street and other side streets being protected in that use**
- 4. To promote its regeneration, Billingham District Centre, excluding Billingham Forum, is designated as part of a regeneration scheme including refurbishment and the development of an appropriate mix and scale of town centre uses**
- 5. To promote the regeneration of Thornaby District Centre:**
 - Land at Allensway is identified for town centre uses which complement the centre's offer. Proposals for retail (A1 use class)**

will be limited to small-scale proposals.

- **The Council will seek to provide an additional access point to Thornaby District Centre, linking Allensway with Tedder Avenue.**

Reasoned Justification

- 6.37 The Core Strategy defines Billingham, Thornaby and Yarm as District Centres. Given the importance of these areas in the hierarchy of centres it is imperative that their retail function is retained. This policy therefore has a presumption in favour of the retention of retail units unless it can be demonstrated that the use will not detrimentally impact on the vitality and viability of the centre.
- 6.38 Thornaby and Billingham District Centres are strategically managed and it is considered that it is in the interests of the landlord to retain a high proportion of retail uses. For this reason it is considered that there is no need to impose a restrictive policy seeking retention of a certain number of retail premises. Applications for change of use from A1 use-class will therefore be assessed against the vitality and viability of the centre. The wording of the policy allows the Council to exercise control where it is considered that the vitality and viability of the centre is being harmed. As the Core Strategy supports regeneration schemes within Billingham and Thornaby, additional weight will be given to any non-A1 use which has clear regenerative benefits for the centre. Proposals which can not identify regenerative benefits will be judged against the criteria in point 1 of this policy.
- 6.39 Unlike Billingham and Thornaby, the retail units in Yarm District Centre are in multiple ownership and are not strategically managed. It is therefore considered important to impose a threshold to maintain the level of retail uses in this centre at a suitable level. Recent surveys of Yarm have indicated that approximately 47% of the frontage, as defined in Regeneration and Environment LDD Policy TC7, is in non-retail A1 use. Restricting non-retail uses to 50% of the total frontage length give some scope for changes of use, but will ensure that retailing remains a prominent feature of the High Street.
- 6.40 Yarm also has a vibrant evening economy, including restaurants, cafes (A3 uses), public houses (A4 use) and takeaways (A5 use) which is popular with residents across the Borough. Recent surveys have shown that approximately 17% of the High Street frontage is in these uses. However, it is considered appropriate to impose a limit on further evening economy uses in order to protect the amenity of the centre, maintain opportunities for other non-retail (A1) and non-evening economy uses within the centre.
- 6.41 The protection of residential properties on sites which are outside of the district centre provides clarity to developers that these properties

should remain as dwellings, contributing to the traditional mix of uses in and around the District Centre.

Sustainability Appraisal Summary

6.42 Policy TC6 supports the vitality and viability of existing centres and their capacity for providing for the needs of the Borough's community in a sustainable manner. As a result, the policy has been found to be compatible with the majority of objectives within the Sustainability Appraisal and no conflicts or uncertainties were identified.

Monitoring and Implementation

Monitoring Indicators	
Core Indicator	BD4: Total amount of floorspace for 'town centre uses' in centre and out of centre locations
Local indicator	Proportion of Yarm High Street frontage in each use class, including occupancy
Local indicator	Proportion of Thornaby District Centre frontage in each use class including occupancy
Local indicator	Proportion of Billingham District Centre frontage in each use class including occupancy
Local Indicator	Progress of Billingham Regeneration Scheme

Lead Agency	Implementation Framework
SBC	Determination of planning applications
Developers	Implementation of planning permissions

Local and Neighbourhood Centres

Policy TC7- Local and Neighbourhood Centres

1. The following Local Centres will provide a range of small shops and services for local communities. A range of uses at a scale to serve a local catchment area will be encouraged and could include a small supermarket and other convenience retail. A mix of other uses, including professional services, public house, hot-food takeaway and community facilities may also be suitable.

- Billingham Green, Billingham
- Myton Way, Ingleby Barwick
- Norton High Street, Norton
- High Newham Court, Stockton

2. The following Neighbourhood Centres have been identified to provide local services within walking distance of residential communities. The main use encouraged in these locations is small-scale convenience retail. A mix of other uses, including professional

services, public house, hot-food takeaway and community facilities may also be suitable:

Billingham and Port Clarence

- DB01 – Wolviston Court
- DB02 – High Grange
- DB03 – Kenilworth Road
- DB04 – Low Grange
- DB05 – Mill Lane
- DB06 – Ochil Terrace
- DB07 – Station Road
- DB08 – Tunstall Avenue
- DB09 – Windleston Road
- DB10 – Wolviston Road
- DPC1 – Port Clarence

Eaglescliffe and Yarm

- DE01 – Orchard Parade
- DE02 – Station Road
- DE03 – Sunningdale Parade
- DY01 – Healaugh Park

Ingleby Barwick and Thornaby

- DIB1 – Beckfields Centre
- DIB2 – Lowfields Centre
- DT01 – Bassleton Court
- DT02 – Thorntree Road
- DT03 – Westbury Street
- DT04 – Lanehouse Road

Stockton

- DS01 – Durham Road
- DS02 – Elm Tree Centre
- DS03 – Hannover Parade
- DS04 – Harper Parade
- DS05 – Lytleton Drive
- DS06 – Marske Parade
- DS07 – Norton Road
- DS08 – Oxbridge Lane
- DS09 – Premier Parade
- DS10 – Ragworth
- DS11 – Redhill Road
- DS12 – Rimswell Parade
- DS13 – Surrey Road
- DS14 – Upsall Grove
- DS15 – Yarm Lane
- DS16 – Bowesfield Lane

3. Proposals for a new small scale retail store or new local or neighbourhood centre will be supported in major new developments where:

- **the development will generate a local need for the scale of retail development proposed**
- **there is a spatial requirement for a new centre**
- **an appropriate mix of uses is proposed with premises of an appropriate scale for the local area**

Reasoned Justification

- 6.43 The Borough's network of neighbourhood centres provides small scale, convenience retailing at a number of locations throughout the Borough. These centres are generally located within residential areas and allow local people to access goods and services in close vicinity to their homes. The sites identified are all existing centres with established small scale retailing alongside other uses such as hot food takeaways, financial services, pubs and community facilities.
- 6.44 It is important that these centres continue to contribute to sustainability objectives by providing a range of useful services close to the communities they serve. To ensure this continues to be the case, this policy seeks retain units in retail and community use whilst accepting that a range of uses will be suitable within the centre as a whole. Further detail on appropriate uses and acceptable scale is provided in subsequent policies.
- 6.45 This policy also deals with new neighbourhood centres that are part of major developments. In order to ensure that residents and other users of new developments are able to access convenience goods and services in a sustainable fashion, the Council will support the development of new neighbourhood centres of appropriate scale with suitable facilities to meet the needs of the new residents only.
- 6.46 A threshold has also been included for the maximum scale of neighbourhood centre development, to ensure that development in these centres retains the small-scale character of these centres. Proposals within neighbourhood centres that are above this threshold must be considered under the sequential test included in this policy. The Council also recognises that small-scale facilities may be required outside of neighbourhood centres, to meet local needs. However, any proposal must be designed and located to prevent a major impact on the vitality and viability of defined centres.
- 6.47 The policy also offers support to small-scale proposals which offer local services to villages. Any new facility should meet an existing local need in the village and be limited in size. This policy also provides protection of existing facilities where there is an identified local need giving more

weight to this consideration than the viability of a facility. This provides local communities with the opportunity of taking over and managing their facilities, before they are lost to alternative uses.

Sustainability Appraisal Summary

- 6.48 Policy TC7 identifies neighbourhood centres, protecting their vitality and viability and providing local access to goods and services, reducing the need to travel. The policy also supports new small retail centres where a need has been identified as a result of new development, further reducing the need to travel. Where a relationship between the policy and a Sustainability Objective was identified within the Sustainability Appraisal, this was considered to be positive and there were no uncertainties or conflicts.

Monitoring and Implementation

Monitoring Indicators	
Local Indicator	Monitoring of major developments that include new neighbourhood centres proposals

Implementation Plan	
Lead Agency	Implementation Framework
SBC	Determination of planning applications
Developers	Implementation of planning permissions

Development in Local and Neighbourhood Centres

Policy TC8 - Development in Local and Neighbourhood Centres

1. Within local and neighbourhood centres, there is a presumption in favour of the retention of retail uses, unless it can be demonstrated that the premises is no longer attractive for retail use through:
 - marketing of the premises at least four times within a period of 12 months at a rent comparable with that which the new use will yield
 - evidence that the unit is no longer physically suited for retail use
2. Development proposals within local and neighbourhood centres which have a significant community benefit or positive impact on the sustainability of the area will be encouraged.
3. Within neighbourhood and local centres, any development proposals must reflect existing units in both their design and scale.
4. In order to maintain the historic character of Norton High Street residential properties on the High Street, immediately adjacent to the Local Centre, will be protected in that use.

5. Proposals for the redevelopment of High Newham Court Local Centre will be encouraged, including a small to medium sized supermarket with a sales area no larger than 1000 sq.m gross floor area and an appropriate mix of small commercial units and community facilities.

Reasoned Justification

- 6.49 For the purposes of national planning policy small shopping parades of neighbourhood importance are excluded from the hierarchy of town centres. They are therefore technically considered to be out-of-centre locations. In the interests of providing local convenience and community facilities the Council has defined a number of smaller shopping areas as neighbourhood centres. The uses considered appropriate within these centres are convenience uses which if developed at an appropriate scale will not draw significant levels of trade from other higher order centres.
- 6.50 It is considered that given the broad amount of uses that are encompassed within the A1 use class, for example shops, hairdressers, sandwich bars etc, there should be a presumption in favour of the retention of A1 units within neighbourhood centres. Therefore, applications for changes of use within neighbourhood centres must demonstrate that, where applicable, the loss of a retail unit is acceptable and that the proposed use is acceptable taking in to account the characteristics of the centre.
- 6.51 The policy also includes reference to the regeneration of High Newham Court Local Centre. This centre serves the population of the Hardwick residential area, which is the subject of a major housing market renewal scheme. The centre has been in decline for some time; there is a high level of vacancy and an unappealing physical environment. The site is a significant distance from other higher order centres, the proposal is expected to result in only a minor net increase in retail floorspace and scale of the development will also be controlled. It is therefore the Council's preferred option to redevelop this centre to provide suitable amenities for the redeveloped Hardwick estate.
- 6.52 Norton High Street consists of several areas that differ in character and use. The commercial area of Norton High Street is included within the Local Centre boundary on the Policies Map. The central section of the High Street has been omitted as properties here are largely in residential use. Although these properties are outside of the Local Centre boundary and would be classed as out-of-centre for the purposes of the sequential test, it is considered that these properties should be protected in residential use in order to provide certainty for residents and developers.

Sustainability Appraisal Summary

6.53 Policy TC8 aims to maintain and enhance the vitality and viability of local and neighbourhood centres by protecting their retail function ensuring that they continue to be attractive to local residents through both regeneration and conservation as appropriate. Where the Sustainability Appraisal has identified a relationship between the policy and a Sustainability Objective, this is considered to be positive.

Monitoring and Implementation

Monitoring Indicators	
Core Indicator	BD4: Total amount of floorspace for 'town centre uses' in centre and out of centre locations
Local Indicator	Monitoring the number of developments in neighbourhood centres in excess of 150 sq. m. gross floorspace.
Local Indicator	Progress of the High Newham Court, Local Centre, regeneration scheme. Including the vitality and viability of the scheme for the first five years following completion.
Local Indicator	Number of planning approvals for the loss of retail units in Local and Neighbourhood centres

Implementation Plan	
Lead Agency	Implementation Framework
SBC	Determination of planning applications
SBC	Hardwick Housing Renewal Scheme
Developers	Implementation of planning permissions

Small Scale Retail and Ancillary Uses

Policy TC9 Small-scale retail and ancillary uses
<ol style="list-style-type: none"> 1. Small scale retail uses (under 150sq.m) outside of defined retail centres will be encouraged where, they are of a scale intended to serve local residents needs only, can not be located within a defined centre, and are highly accessible to the identified catchment area. Proposals must demonstrate that they will not adversely undermine the vitality and viability of any local centre, village shop or neighbourhood centre. 2. Support will be given to the development and retention of small-scale convenience and community facilities within the villages. 3. Proposals which fail to protect important local services and facilities, including public houses, will not be supported. Proposals affecting these services should assess the local need for the facility, and the provision of existing services. 4. Support will be given to proposals which provide ancillary facilities to an existing commercial or tourism facility. In order to be considered ancillary facilities, proposals for town centre uses should demonstrate that the

development is necessary to support the sustainable operation of the main development. Proposals should:

- a. Identify a functional need for the additional facilities taking in to account existing provision in the area;**
- b. Not adversely impact on the vitality or viability of any defined retail centre or village shop;**
- c. Have regard to the character of the main use or wider area in determining the nature, scale and design of the ancillary uses sought;**
- d. Select the site or premises which is the most suitable location to meet the needs of the site or wider area.**

Reasoned Justification

- 6.54 The Council recognises that small-scale facilities may be required outside of neighbourhood centres, to meet local needs. However, any proposal must be designed and located to prevent a major impact on the vitality and viability of defined centres.
- 6.55 This policy also offers support to small-scale proposals which offer local services to villages. Any new facility should meet an existing local need in the village and be limited in size. This policy also provides protection of existing facilities where there is an identified local need giving more weight to this consideration than the viability of a facility. This provides local communities with the opportunity of taking over and managing their facilities, before they are lost to alternative uses.
- 6.56 It is recognised that some business areas have limited provision for convenience facilities such as sandwich bars and convenience retailing, amongst other things. Some ancillary development may be required to serve existing commercial developments in the Borough. Likewise, some large tourism facilities may require auxiliary facilities which enhance the offer of the visitor experience.
- 6.57 In order to prevent ancillary uses becoming destinations in their own right, it is important that they are of a nature which is subsidiary and directly related to the main use. It is essential that any proposals for town centre uses justified as ancillary development set out a clear, robust case as to how these requirements are met. Where this requirement is not fulfilled, proposals will be required to justify the sequential test and, if necessary the impact tests set out in national planning policy and other policies in this document.
- 6.58 Where it is accepted that a destination requires ancillary facilities it is essential that the correct location be selected. This should be determined on a case-by-case basis. However, an inappropriate location could unduly increase the prominence of a facility, reducing the degree to which the scheme is genuinely ancillary.

Sustainability Appraisal Summary

6.59 Policy TC9 seeks to protect the vitality and viability of designated centres whilst providing support for the provision of small-scale retail businesses and facilities that benefit existing communities. The Sustainability Appraisal has, therefore, identified a number of positive relationships between the policy and the Sustainability Objectives and there were no instances of potential conflict or uncertainty.

Monitoring and Implementation

Monitoring Indicators	
Core Indicator	BD4: Total amount of floorspace for 'town centre uses' in centre and out of centre locations

Implementation Plan	
Lead Agency	Implementation Framework
SBC	Determination of planning applications
Developers	Implementation of planning permissions

Hot-Food Takeaways

Policy TC10 - Proposals for Hot Food Takeaways

- 1. To protect residential amenity and existing investment in established industrial and business areas, proposals for hot-food takeaways will be directed to suitable and available units within town, district, local and neighbourhood centres. Where appropriate, any planning permission will specify the hours of operation of the takeaway premises in order to manage late night opening.**
- 2. The Council will not support proposals for hot food takeaways that would result in an over-concentration of that use in an area or a continuous grouping of more than two adjacent units in food and drink (Use class A3, A4 or A5) use.**
- 3. As part of the Council's commitment to improving health and tackling childhood obesity, proposals for hot food takeaways outside designated centres will be resisted where the premises fall within 400m of the boundary of an existing primary school, secondary school, park or playground boundary.**

Reasoned Justification

6.60 Proposals for hot-food takeaways (A5 use class) often meet with opposition from local residents on grounds relating to the impact on the amenity and character of the area. In addition childhood obesity has become a significant issue both nationally and locally for residents of Stockton on Tees. The provision of hot-food takeaways near to school premises and children's play areas has been identified as a contributing factor to this problem.

- 6.61 Given the above the Council has adopted a strategy within this policy to direct hot-food takeaway premises to properties within defined centres. As these defined centres are mainly commercial areas they will be better suited to accommodate this form of development. However, it is important for each centre that hot-food takeaways are managed in order to maintain the vitality and viability of the centre and protect residential amenity where appropriate.
- 6.62 The Council considers that the clustering and over-concentration of hot-food takeaways can have a detrimental impact on the character of an area as the premises are likely to be closed a substantial portion of the daytime creating a dead frontage. The Council is also concerned about clustering of hot-food-takeaways with each other and other elements of the evening economy and the impact on the character, appearance and perception of an area. No specific guidance is included within the policy with regard to what constitutes an over-concentration, as this issue is likely to vary from centre-to-centre, especially given the different levels in the retail hierarchy.
- 6.63 The impact of a proposal on residential amenity and the character of an area is a key consideration of Policy CS3 of the Core Strategy. This policy should be used to determine whether a proposal impacts on these issues, rather than Regeneration and Environment LDD Policy TC10. However, in some cases, especially in the smaller retail centres or in close proximity to residential properties, it may be necessary to impose conditions on the late night opening hours of the development. This is to prevent nuisance to residential properties, especially in terms of noise, cooking and smells. Such conditions will only be applied where it is considered necessary in the public interest.
- 6.64 Restrictions on hot-food takeaways near to schools and playing fields only apply to sites outside of the defined retail hierarchy. This is due to schools, parks and play facilities being within the catchment area of most of the defined centres. If these restrictions were applied to defined centres as well, the policy would effectively impose a blanket ban on this use. Instead the Council's approach will be to direct takeaway uses to defined centres, which do not already have a significant concentration of the use. For the purposes of this policy 'food and drink' uses are restaurants and cafes (A3 use class), bars and public houses (A4 uses) and hot-food takeaways (A5 use class).

Sustainability Appraisal Summary

- 6.65 Policy TC10 aims to control the location of hot food takeaways, both to protect the vitality and viability of retail centres and to reduce their impact on the health of the Borough's community. As a result, it is considered that there is a positive relationship between the policy and the Sustainability Objectives relating to the economy, health,

sustainable communities and transport and climate change and limits to development. No conflicts or uncertainties were identified.

Monitoring and Implementation

Monitoring Indicators	
Local Indicator	The number of hot-food-takeaway permissions granted by location
Local Indicator	The number of hot-food-takeaway permissions granted outside of defined centres, within 400m of an existing primary school, secondary school, park or playground boundary.

Implementation Plan	
Lead Agency	Implementation Framework
SBC	Determination of planning applications
Developers	Implementation of planning permissions

7. Provision of Facilities

Introduction

- 7.1 Core Strategy Policy CS6 identifies the need to provide community facilities to support the creation of sustainable communities. It also recognises the role of community facilities to deliver the aims of the Council's Sustainable Communities Strategy. Community facilities can promote health and well-being, enhance culture, leisure and sporting opportunities and encourage the achievement of children and young people.

Open Space, Sport and Recreation Facilities

Issues and Options

- 7.2 The Environment DPD 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

You Told Us

- 7.3 Options 1 and 5 were the preferences identified by respondees to the Issues and Options document. Protection is provided for all open spaces.
- 7.4 The Issues and Options document presented four options for consideration in respect of the '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 borough's green infrastructure
 - Option 4: A combination of options 1, 2 and 3

- 7.5 Option 4 was the overwhelming preference of respondents to the Issues and Options report. The preferred option policy seeks to improve existing spaces.
- 7.6 The Issues and Options document presented two options for consideration in respect of the '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
- 7.7 Option 2 was the overwhelming preference of respondents to the Issues and Options report. The preferred options policy requires new development to provide open space, sport and recreation facilities, as well as addressing deficiencies.
- 7.8 The Issues and Options document presented four options for consideration in respect of the '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
- 7.9 Option 4 was the overwhelming preference of respondents to the Issues and Options report. The preferred options policy has been developed in line with this option.
- 7.10 The Issues and Options document presented three options for consideration in respect of the '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 which are 'surplus to requirements' and deemed suitable for development
- 7.11 There was no clear preference identified at the Issues and Options stage. The PPG17 Assessment which forms part of the 'Open Space,

Recreation and Landscaping' SPD identifies that there are no areas within the Borough which meet the standard for all types of open space; therefore the identification of potential development sites is not being taken forward as a preferred option as current open space provision should be considered to meet deficiencies in other types of space.

- 7.12 Q20. Respondees were supportive of policies to protect and support the delivery of the Tees Heritage Park and Portrack Marsh. These sites form an essential part of the boroughs green infrastructure and they are therefore protected by the Green Infrastructure Policy, information regarding the delivery of the sites will be included within the Green Infrastructure Action Plan. In addition Core Strategy Policy CS10, point 7 seeks to support initiatives at Tees Heritage Park. This preferred options document designates the Tees Heritage Park outside the limits to development and within green wedge.

Policy PF1 - Open Space, Sport and Recreation Facilities		
The quantity and quality of open space, sport and recreation facilities will be protected and enhanced in accordance with the following standards:		
Open Space Type	Quantity Standard	Proximity Standard
Parks and Gardens	0.55ha per 1000 people	2km of a park 5km of a strategic park
Natural Greenspace	2ha per 1000 people	1km
Outdoor Sports Facilities (Synthetic Turf Pitches)	1.76ha per 1000 people (0.03 pitches per 1000 people)	1km (5km)
Amenity Greenspace	1.39ha per 1000 people	600m
Play Areas and Young People's Areas	1 play unit per 1000 people	1km
Allotments	0.8ha per 1000 people	5km
Cemeteries	180 burial plots per 1000 people	5km
Built Facility Type	Quantity Standard	Proximity Standard
Health and Fitness Suite	6.16 stations per 1000 people	5km
Indoor Bowls Centres	0.04 rinks per 1000 people	Whole Borough
Indoor Tennis Centres	0.03 courts per 1000 people	Whole Borough
Sports Halls	92.22sq.m per 1000 people	5km
Swimming Pools	16.47sq.m per 1000 people	5km
Synthetic Turf Pitches	0.03 pitches per 1000 people	5km

	people	
Ice Rinks	7.65sq.m per 1000 people	Whole Borough
Community Centres/Village Halls	Capacity of 33 per 1000 people.	2km

The Council will safeguard open space, sport and recreation facilities but may support the development of an open space where:

- **It would be ancillary to the use of the site; or**
- **The standards for a type of open space are met and the development of part of the site provides the opportunity to remedy an identified deficiency; or**
- **Through development a replacement open space is provided which is equivalent or better in terms of quantity and quality in a suitable location; or**
- **The development is for alternative sports or recreational provision, the needs for which clearly outweigh the loss.**

On new development the Council will require developers to provide open space, sport and recreation facilities in accordance with the above standards and guidance within the Open Space, Recreation and Landscaping SPD.

Through planning obligations the council will improve the quality of existing open spaces, and remedy deficiencies by providing new and where appropriate relocated provision through the delivery of schemes identified within the Green Infrastructure Delivery Plan and delivery plans emerging from the Sports and Active Leisure Strategy.

Reasoned Justification

7.13 Open Space and recreational facilities are a major contributor to the health, social, economic and environmental well being of communities. It is essential that these facilities are attractive, safe, well managed and accessible as the provision of and access to facilities underpins a number of Sustainable Community Strategy strands. Core Strategy Policy CS6 - Community Facilities seeks to protect and enhance the quantity and quality of open space, sport and recreation facilities within the Borough. This policy adds more detail to the Core Strategy policy identifying how this will be achieved.

7.14 Planning Policy Guidance 17: Planning for Open Space, Sport and Recreation (PPG17) was published in 2002. It outlines the need for planning for open space and sport to be based on locally derived assessments and standards. Whilst the NPPF replaces PPG17 the approach to planning for open spaces remains with the NPPF; with the NPPF stating that policies must be based on robust and up-to-date assessments, and identify specific needs and quantitative or qualitative

deficiencies or surpluses of open space, sport and recreation facilities. The standards contained in SPD2: Open Space Recreation and Landscaping are locally derived using the assessment outlined in Assessing Needs and Opportunities: A companion guide to PPG17 (PPG17 Guidance). The PPG17 assessment is available as Appendix 6 of SPD2: Open Space Recreation and Landscaping. The standards within SPD have been incorporated within this policy.

- 7.15 As a preferred option this policy seeks to safeguard open space, sport and recreation facilities. This is because the PPG17 Assessment which forms part of the 'Open Space, Recreation and Landscaping' SPD identifies that there are no areas within the Borough which meet the standard for all types of open space. It is for this reason no open space has been identified as surplus to requirements and should always be considered for meeting deficiencies in other types of open space. Development should only be considered if the space could not change into another type of space where there is a deficiency and has very few open space benefits. However, there may be circumstances where the standards for a type of open space are met and the development of part of the site provides the opportunity to remedy an identified deficiency.
- 7.16 The PPG17 assessment identifies open spaces under a number of typologies with SPD2: Open Space Recreation and Landscaping providing local standards. This includes Outdoor Sports Facilities which includes a variety of different uses which are specifically geared towards sport and formal recreation including football pitches, playing fields (including school playing fields), athletics tracks and golf. When considering proposals which affect outdoor sports facilities consideration should be given to the 'further analysis of outdoor sports facilities' section contained within the PPG17 assessment as well as other supporting documents such as the Playing Pitch Strategy for Stockton on Tees Borough Council.
- 7.17 New development will be expected to provide open space in line with the standards set out within SPD2: Open Space Recreation and Landscaping. Further guidance on assessing the level of on-site open space required and calculating planning obligations (as identified within Core Strategy Policy CS11 - Planning Obligations) are contained within the SPD.
- 7.18 Improving the quality of existing spaces and facilities is intended to increase their attractiveness and use value in order to meet the needs of increased population. Therefore no facility or open space should be excluded from the possibility of improvement. All existing open spaces have been scored for quality in the open space audit and areas for improvement have been identified in the built facilities audit outlined in the PPG17 assessment.

Stockton-on-Tees Green Infrastructure Strategy

- 7.19 A detailed action plan is currently under development to accompany the Green Infrastructure Strategy. All major projects and activities will be set out in the Strategy Action Plan, with a wide range of organisations and agencies involved in that process. The Action Plan will include details of funding and delivery mechanisms, with many projects likely to be dependent upon securing external funding.
- 7.20 In addition, the Council will prepare a Green Infrastructure Delivery Plan which will seek to address some of the strategic objectives already set out in the Stockton-on-Tees Green Infrastructure Strategy, and other related plans and strategies such as the Borough's 'Sport Recreation and Landscaping Supplementary Planning Document', Playing Pitch Strategy, Rights of Way Improvement Plan and Cycleway Improvement Plan. The Plan will be informed by previous consultation and research work and will also capture other project proposals that have come forward through the Council's on-going work with local communities. This plan will be prepared on an area-by-area basis with potential projects being grouped under eight related themes:
- a. Access Routes (e.g. footpaths, cycleways and bridleways)
 - b. Biodiversity / Natural Greenspaces (e.g. wildflower meadows or ponds)
 - c. Community Food (e.g. allotments, community gardens and orchards)
 - d. Informal Sports (e.g. multi-use games areas and skate parks)
 - e. Greenspaces and Parks (e.g. formal parks, cemeteries)
 - f. Spaces for Play (e.g. play areas and more natural play environments)
 - g. Sports Pitches
 - h. Trees and Woodlands

Sport & Active Leisure Strategy

- 7.21 This Sport & Active Leisure Strategy (2011-2014) has been produced in order to provide a commonly agreed direction for sport within the Borough for the next five years. It is a Strategy not only for Stockton Council but one for our partners in the public, private and voluntary sectors. It builds upon many related policies and existing partnerships, and aims to provide quality opportunities for participation in sport and active leisure in order to meet the needs and aspirations of the entire community.
- 7.22 Emerging from the Sport & Active Leisure Strategy will be a number of delivery plans covering the themes identified within the strategy. Proposals for new and enhanced facilities will be included within a Facilities & Infrastructure Plan.
- 7.23 The Green Infrastructure Delivery Plan and Facilities and Infrastructure Plan will be used to identify where planning obligations will be spent.

Sustainability Appraisal Summary

- 7.24 Policy PF1 aims to protect and enhance the quantity and quality of open space, sport and recreation facilities within the Borough. As a result any relationships between the policy and the Sustainability Objectives have been assessed as positive within the Sustainability Appraisal and no conflicts or uncertainties were identified.

Cemeteries and Crematorium

Issues and Options Consultation

- 7.25 At the Issues and Option stage of development a potential cemetery expansion was identified at Durham Road Cemetery.

You Told Us

- 7.26 No responses referring to the potential cemetery expansion were received.

Policy PF2 - Provision of a new Cemetery and Crematorium

- 1. A site on the south eastern edge of Durham Road Cemetery is allocated as a cemetery expansion site.**
- 2. Further sites will be allocated as cemetery space and for a crematorium with associated burial space, following further assessment work.**

Reasoned Justification

- 7.27 The Cemeteries 5 Year Improvement Plan 2005 identifies that there is significant need for the provision of new burial space in some areas of the Borough. This problem is very significant in Stockton where the supply of burial space is to become problematic in the next few years. Since the Issues and Options Stage, the PPG17 Assessment has been undertaken. The Assessment identifies the potential cemetery expansion site as an amenity greenspace, a type of space for which the standard is not yet met in the area concerned. However, due to the level of need for cemetery space in Stockton it is felt to be appropriate to use this site for cemetery space.
- 7.28 A feasibility study has been undertaken which identifies that the Borough could support the provision of a crematorium. A number of sites have been identified and assessed for the provision of burial space and a crematorium. However, additional assessment work would be required to identify the site or sites to be allocated.

Sustainability Appraisal Summary

7.29 Policy PF2 allocates land for the expansion of a cemetery and considers the future need for a crematorium within the Borough. As the policy will provide open space and facilities for residents, the policy was considered to be compatible with a number of Sustainability Objectives. Within the Sustainability Appraisal, the impacts of the provision of additional cemetery spaces and a crematorium upon the climate change and environmental limits objectives and upon developing sustainable transport were considered to be uncertain. The expansion of cemeteries creates additional open space, with many environmental benefits, however, there is potential for the expansion of the cemetery and the introduction of a crematorium to lead to additional trips by private vehicle, increasing air pollution and fuel use.

Bowesfield Marina / River Access

Issues and Options Consultation

7.30 The Issues and Options document did not specifically identify the provision of a marina as an issue. However, it did identify an area (Bowesfield Lane Industrial Estate and the adjoining riverside corridor) as having 'the potential to be part of an attractive water front landscape with development having exceptional links along the Teesdale Way into other sites adjoining the River Tees'. It also included in the options for this area 'Recognise the parts of the site have an increased probability of flooding and allocate this land for water compatible uses.' (Option 4)

You Told Us

7.31 Option 4 prompted a comment that the site should not be considered for development, as this would be consistent with national planning policy on Flood Risk. However, for another this prompted the opportunity to develop the site with SUDS.

Policy PF3 - Bowesfield Marina

1. The Council will support the development of a marina or similar water activity based development any other uses that will enhance the recreational use and increase access to the river at this location.

Reasoned Justification

7.32 There has been a long term aspiration for the provision of a Marina at Bowesfield, a site for which was identified in the Local Plan 1997 and in Masterplans for the area. An update of the masterplan for the area is underway. Currently feasibility work is being undertaken to determine if the Marina is a deliverable aspiration. In 2008 the Arts, Leisure and

Culture Select Committee undertook a Review of River Based Leisure Facilities. The review identified a long standing demand for increased access to the River for boat users, canoeists and rowers. This is particularly true of attractive upstream areas of the River around Thornaby, Ingleby Barwick, Yarm and Eaglescliffe. The review identifies that increased access to the River, with related development such as pubs and restaurants, would attract more users and could have additional economic benefits.

- 7.33 The proposed location of the Marina is in flood zone 2; the associated related development such as pubs and restaurants are considered 'less vulnerable uses'. It is essential that these associated uses are sympathetically designed and in keeping with the surrounding green infrastructure. The area is currently being master planned in light of these constraints.

Sustainability Appraisal Summary

- 7.34 Policy PF3 supports the development of a marina within the Borough. This will provide recreation facilities for residents and is considered to be compatible with a number of Sustainability Objectives. The policy also has the potential to increase emissions from travel to the site, as it will provide a regional facility, and from the potential for the increased use of powered boats for leisure purposes. There is also potential for conflict with the Sustainability Objective relating to environmental infrastructure due to increased disturbance along the river and on a neighbouring nature reserve.

Civic Space

- 7.35 The Core Strategy aims to improve the Borough's cultural offer and recognises the Borough's town and district centres as locations for town centre opportunities beyond providing retail services. The Borough prides itself on its festivals and events, such as the Stockton International Riverside Festival and Billingham International Folklore Festival, and the town and district centres provide the settings for these. They are also important areas for social interaction, which can bring different communities together. A number of spaces have been identified as important civic spaces, which should be enhanced in ways that enable events and social interaction.

Policy PF4 - Maximise Civic Space for Community Interaction

- 1. Spaces identified as civic space will be enhanced to maximise their function as areas for performances and events and for social interaction. Where opportunities for improvement arise the following enhancements will be considered:**

- **Flat areas of open space to enable performances and events;**
- **Seating, possibly removable, to provide flexibility to the space;**

- **Screening and shade from the elements;**
- **Provision of water and power; and**
- **Surface treatments that can support heavy equipment.**

2. The spaces should also relate well to and provide a setting for surrounding buildings.

Reasoned Justification

7.36 This policy is intended to increase the potential for the use of civic spaces for community events by recognising the importance of this use in their design and improvement. Large flat areas of space can provide locations to stage performances and events and changes in level can provide viewing areas. Seating and other street furniture should facilitate rather than limit the use of spaces for events. The provision of screening and shade from the elements can also enable the use of spaces for events in less clement conditions. The provision of services and surface treatments should be considered to ensure that opportunities for use of spaces for events and performances are maximised.

Sustainability Appraisal Summary

7.37 Policy PF4 aims to enhance civic space and will attract events to the centres. This policy has been assessed within the Sustainability Appraisal as having a positive relationship with the majority of Sustainability Objectives and no conflicts or uncertainties were identified.

Community Facilities at Ingleby Barwick

Policy PF5 - Facilities for Ingleby Barwick

1. Land will be safeguarded for:

- a. a community centre in village 6; and**
- b. community facilities at Blair Avenue**

Reasoned Justification

7.38 Core Strategy Policy CS6 - Community Facilities, identifies that priority will be given to the provision of facilities that contribute towards the sustainability of communities. Ingleby Barwick is mentioned specifically in this point of the policy.

7.39 Locations for a community centre and pub/shop have been suggested in the Design Brief for the remainder of Village 6. The non-statutory

design brief was approved by planning committee in February 2010 and covers the remaining 'unbuilt' area of Villages 6 as identified 2002 Masterplan.

- 7.40 The northern section of the remainder of Village 6 now benefits from detailed planning permission (09/3024/REM). As part of this application and within the Section 106 agreement, part of the open space to be transferred to the Council has been reserved for a community building, which is intended to be developed by the Council following transfer.
- 7.41 The Design Brief also identifies an area for a pub/shop within the southern section of the remainder of Village 6. However, it is not appropriate to allocate the site within this LDD as the exact location has not been determined and the Design Brief states that the developer has 'agreed in principle to the provision of a pub /shop on the site, however, this facility requires the loss of developable housing land with planning permission. The site will be fully marketed but can only be procured via commercial terms appropriate to offset the lost residential value'.
- 7.42 The Local Plan for Stockton-on-Tees (adopted 1997) allocated land at Ingleby Barwick for a church. Planning Permission has been granted for the delivery of a church and presbytery at Blair Avenue on land to the south of St Therese of Lisieux Roman Catholic Primary School. This policy safeguards land for the intended use.

Sustainability Appraisal Summary

- 7.43 Policy PF5 will safeguard land to provide a community centre and community uses for an existing residential area. The policy has been assessed as being compatible with Sustainability Objectives relating to climate change, sustainable communities, improving health and well being and sustainable transport. No conflicts or instances of uncertainty were identified within the Sustainability Appraisal.

Durham University's Queen's Campus

- 7.44 Policy CS6 of the Core Strategy supports programmes intended to improve the Borough's education offer. The future of education provision is currently uncertain, funding for the Building Schools for the Future (BSF) Programme has been withdrawn but there is continued commitment to the concept of 'Campus Stockton'. 'Campus Stockton' is a collegiate approach seeing a broad curriculum of both academic subjects and vocational studies offered across the area's educational institutions, where students will not be restricted to learning in a single establishment throughout their school career.
- 7.45 The Council are currently pursuing other funding options to deliver 'Campus Stockton'. Due to the uncertainty surrounding the details of education development, they have not been included in this draft of the document.

- 7.46 The MyPlace youth facility has successfully secured funding and development has started. As the development is expected to be complete before the adoption of this LDD it was not felt necessary to allocate or safeguard the site. However, in order to provide a spatial picture of the development of the Borough the location of the development had been included on the map.

Policy PF6 - Supporting Durham University's Queens Campus

- 1. The expansion of Queens Campus will be supported by the safeguarding of land at North Shore.**

Reasoned Justification

- 7.47 Core Strategy Policy CS6 identifies the Council's commitment to support the expansion of Durham University's Queen's Campus. The University aims to undertake a research driven expansion, providing an outward looking and professionally involved Higher Education Facility for the Tees Valley.
- 7.48 In the short term it is envisaged, due to the current economic climate and available opportunities, that expansion will be undertaken on the University's current site on the southern shore of the River Tees, through the intensification of current uses. However, the University's long-term aspiration is to make the most of opportunities at North Shore to expand their high quality facilities. The North Shore Design and Access Statement 2008 recognises this through the identification of a campus zone. This area is safeguarded for future University expansion.

Sustainability Appraisal Summary

- 7.49 Policy PF6 supports the expansion of Durham University. The development of a sustainable, brownfield site to provide education facilities is considered to be compatible with a number of Sustainability Objectives. The Sustainability Appraisal did not identify any significant conflicts or uncertainties between the objectives and PF6.

Health Provision

- 7.50 Core Strategy Policy 6 identifies the need to support the provision of new health care facilities. New integrated health care facilities are planned in a number of areas of the Borough.

Policy PF7 - Supporting Health Care Developments

- 1. Land will be safeguarded for the provision of integrated health care facilities at Alma Street, Stockton**
- 2. The Council will support proposals for an integrated health care facility in Billingham**

Reasoned Justification

7.51 The Momentum: Pathways to Health Care Programme, which appears in Core Strategy Policy CS6 point 4, outlines the reorganisation of health services in the Borough. It is envisaged that in future as much care as possible will be provided in local communities closer to where people live, with more acute services being provided in hospital. The integrated health care facilities in this policy are intended to provide those community based services delivering the best care possible in an integrated and efficient way in high quality facilities.

Household Waste Recycling Centre

7.52 At the Regeneration DPD Issues and Options stage, the public and interested organisations were asked about possible locations for the provision of a household waste recycling centre. In September 2011 the Council adopted the Tees Valley Joint Minerals and Waste Core Strategy and the Joint Minerals and Waste Sites and Policies DPD. Policy MWC7 of the Joint Minerals and Waste Core Strategy identifies that 'land for one household waste recycling centre within the south of Stockton-on-Tees Borough... will be provided to address a spatial imbalance of service provision'. The Joint Minerals and Waste Sites and Policies DPD at policy MWP9 supports the delivery of the household waste recycling centre within the south of the Borough and identifies an 'area of search' for this new provision. This area of search covers land which is either currently in industrial use, or proposed for such uses.

Sustainability Appraisal Summary

7.53 Policy PF7 supports the provision of health care facilities within the Borough and, as a result, is considered to be compatible with the Sustainability Objectives relating to climate change and environmental limits, improving health, sustainable communities and sustainable transport. No potential conflicts or uncertainties were identified within the Sustainability Appraisal.

Monitoring and Implementation

Monitoring Indicators	
Local Indicator	Open Space and Built Facilities- performance

	against quantity standards (PPG17 assessment)
Local Indicator	Open Space and Built Facilities- performance against proximity standards (PPG17 assessment)
Local Indicator	Satisfaction with parks and open spaces (IPSOS MORI Residents Survey)

Implementation Plan	
Lead Agency	Lead Agency

8. Housing

Introduction

8.1 This chapter includes Policy H1 - Housing Allocations, Policy H2 - Housing Phasing and Implementation and Policy H3 - Housing Mix and Affordable Housing Provision. Policies H1 and H2 will replace Policy CS7 and Policy H3 will replace Policy CS8 in the Adopted Core Strategy. Also included in this chapter is Policy H4 - Care Homes and Housing for Older People

Housing Allocations and Phasing

8.2 The housing requirement over the period 2014 to 2029 is 8,250 dwellings (without taking into account 'cumulative performance' - that is housing delivery up to 2014). Regeneration and Environment LDD Policy SP2 - The Housing Spatial Strategy, states that a 5% buffer will be used as the benchmark for the 5-year supply of deliverable housing land and adds that the Council does not regard this as a ceiling. Policy H1 - Housing Allocations, allocates land for about 6,950 dwellings. Housing trajectory work (see indicative phasing table in Policy H2) indicates that about 5,770 dwellings will be built within the plan period on land allocated for housing. If all of the commitments assessed as deliverable or developable are built then the total build over the plan period (2014 to 2029) will be about 9,760 dwellings. However, the Council does not regard the additional 5% buffer as a ceiling and wishes to plan for higher delivery in order to ensure that housing need and demand are fully met and that its aspirations for economic growth are delivered.

Policy H1 - Housing Allocations

1. Sites H1a to H1i, as identified on the Policies Map, are allocated primarily for residential use:

Policy Ref	Site Name	Housing sub-division	Area (ha)	Approx. Dwelling Capacity
H1a	Nifco site	Core Area	4.9	165
H1b	Urlay Nook	Yarm, Preston and Eaglescliffe	25	570
H1c	University Hospital of North Tees	Stockton	15	340
H1d*	Blakeston School	Stockton	3.1	40
H1e*	Norton School	Stockton	3.5	46
H1f	Land at Leeholme Road	Billingham	1	30
H1g	Harrowgate Lane	Stockton	126	2470

H1h	Yarm Back Lane (east)	Stockton	42	945
H1i	West Yarm	Yarm, Eaglescliffe & Preston	15	300
H1j	South West Yarm	Yarm, Eaglescliffe & Preston	49	735
H1k	Wynyard Masterplan	Wynyard		
H1l	Wynyard Village	Wynyard	30	300
H1m	Wynyard Park	Wynyard	45	1000
Total				6950

*** Area equivalent to footprint and hardstanding only.**

Housing Phasing and Implementation

- 8.3 Housing development of this scale will need to be phased in order to ensure both that an adequate supply of deliverable housing sites is always available for the maintenance of a 'rolling' 5-year rolling supply of housing and that the supply of housing land available at any given point is not so great that it exceeds the deliverable capacity of the housing market. The phased release of housing land also assists the planning of infrastructure provision. The Council has prepared an indicative phasing plan and included it in Policy H2, which will be refined following detailed discussions with developers and infrastructure providers.

Policy H2 - Housing Phasing and Implementation

- 1. Land allocated for housing development will be phased and released to accord with the indicative phasing plan set out below. Where relevant, this will include phasing by condition within overall schemes.**
- 2. The release of allocated site(s) will be only brought forward if required in order to maintain a rolling 5-year supply of deliverable housing land.**
- 3. In determining which allocated site(s) is brought forward, should this be required, the Council will use the sequential approach to housing site selection set out in Policy SP2.**
- 4. If a brownfield site and/or a site that will contribute to the delivery of the plans and strategies of other service providers such as health or education comes forward sooner than currently projected then it will be allowed to do so.**
- 5. Land allocated for housing will not be released for development if doing so would result in the housing requirement being exceeded by more than 20% at any given point in the plan period.**

Indicative Phasing Table

Tier	Site	14/15	15/16	16/17	17/18	18/19	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	Yield 2029	Total Yield
1 - Core Area	Nifco site				50	50	50	15									165	165
	Tier 1 total																165	165
2 - Within the conurbation	Urlay Nook Phase 3								20	25	30	30	35	35	35	35	245	245
	Urlay Nook Phase 2						25	25	25	25	25	25	25				175	175
	Urlay Nook Phase 1				25	25	25	25	25	25							150	150
	University Hospital of North Tees				50	50	50	50	50	50	40						340	340
	Blakeston School		26	20													46	46
	Norton School		20	20													40	40
	Land at Leeholme Road			15	15												30	30
	Tier 2 total																1026	1026
3 - Adjoining the conurbation	Harrowgate Lane Phase 1			50	50	50	50	50	50	50	50	50	50	50	50	50	650	1240
	Harrowgate Lane Phase 2								50	50	50	50	50	50	50	50	400	790
	Harrowgate Lane Phase 3											50	50	50	50	50	250	450
	Yarm Back Lane (east)						100	100	100	100	100	100	100	100	100	45	945	945
	West Yarm			50	50	50	50	50	50								300	300
	South West Yarm Phase 1						50	50	50	50	50	50	50	50			400	400
	South West Yarm Phase 2									35	50	50	50	50	50	50	335	335
	Tier 3 total																3280	4460
4 - New Sustainable Settlement	Wynyard Hall Estate										50	50	50	50	50	50	300	300
	Wynyard Park Phase 1			30	30	30	30	30	30	30	30	30	30	30	30	30	390	390
	Wynyard Park Phase 2					30	30	30	30	30	30	30	30	30	30	30	330	330
	Wynyard Park Phase 3							30	30	30	30	30	30	30	30	30	270	270
	Tier 4 total																1290	1290
Grand total		46	185	270	285	460	455	510	500	535	545	550	525	475	420		5761	6941

Reasoned Justification

- 8.4 The NPPF states that local planning authorities should identify and update annually a supply of specific deliverable sites sufficient to provide five years worth of housing against their housing requirements with an additional buffer of 5% to ensure choice and competition in the market for land. Phasing is essential to achieve this.
- 8.5 In addition to the need to ensure a continuous supply 5-year supply of housing land, phasing is also needed to ensure that market capacity is not exceeded. Phasing is also required in order to co-ordinate with the provision of any necessary supporting infrastructure such as improvements to the road network and additional educational provision. To help achieve the successful delivery of housing and associated infrastructure at the proposed timescales the Council will pursue a working partnership approach with key stakeholders including developers, landowners, statutory consultees and Registered Providers.
- 8.6 The Adopted Core Strategy (2010) introduced a 20% 'flexibility element' over and above the housing target to 2021 (see paragraph 3.13 of the Adopted Core Strategy). This means that the housing target to 2021 can be exceeded by 20% in order to accommodate any additional housing development resulting from the Tees Valley Growth Point Programme of Development. This is no longer relevant in the context of the Growth Point as government funding for this initiative has not been maintained. However, the principle of allowing 'headroom' for housing development is one the Council supports. For this reason the flexibility element of 20% is extended to the end of the new plan period. This approach strikes an appropriate balance between supporting the delivery of housing and ensuring that the housing market and supporting infrastructure capacity are not exceeded.
- 8.7 For market and affordable housing, the expected rate of housing delivery including both commitments and proposed allocations is illustrated through a housing trajectory (see Appendix 7: Housing Trajectory) which demonstrates how existing commitments and proposed allocations contribute year by year to meeting the housing requirement.

Sustainability Appraisal Summary

- 8.8 Policy H2 aims to maintain an adequate supply of deliverable housing for the Borough and prioritises the release of land within the Core Area and existing conurbation. As a result, the policy is compatible with a number of the Sustainability Objectives and no conflicts or uncertainties were identified within the Sustainability Appraisal.

Nifco – Yarm Road Gateway

Introduction

8.9 The site is located south of Stockton Town Centre between the A135 Yarm Road, the A66 and the branch railway line. The A135 Yarm Road forms the eastern boundary of the site and the A66 forms the southern boundary. The railway line runs parallel to the west / northern boundaries. To the north of the railway line is Hartburn Village, one of the most affluent residential areas in the borough. To the south of the A66 lies the Preston Farm Business Park, a prestigious industrial estate. To the west of the railway line is Six Fields Park, an area of public open space that is currently being developed by Stockton Borough Council as a local park. To the east of the A1027 Yarm Road is the former Visqueen industrial site which is currently being developed as a large housing estate. Stockton Town centre lies around 1.5 miles to the north and Yarm is around 3 miles to the south.

Land Ownership

8.10 Stockton-on-Tees Borough Council owns a significant portion of the site; the remaining area is in private ownership.

Existing Land Uses

8.11 The land owned by Stockton Borough Council land is used as a depot. The privately owned areas are used for a variety of purposes. Nifco UK operate a plastic injection moulding facility. Their site includes an area of car parking. Cleveland Meat Co. Limited currently operates an abattoir on their site. Skippy Waste Services operate a skip hire business from this site of which a large area is used for skip storage. Vickers Construction a local building firm also maintains premises on site.

You Told Us

8.12 The site was not identified within the Core Strategy DPD Review issues and options consultation paper as the principle of development on brownfield sites within the Core Area has already been established in the adopted Core Strategy and is maintained in the Core Strategy Review of housing options.

Policy H1a: Nifco site - Yarm Road Gateway

- 1. 4.9 ha of land are allocated at Yarm Road Gateway for approximately 165 dwellings.**
- 2. The Council will expect the developer of the site to prepare a masterplan for the site which will result in a high quality scheme which:**
 - a. Compliments and links to the current and proposed residential**

- developments adjacent to the site, particularly Hartburn Village and the housing development on the former Visqueen site.
- b. Improves the street frontage onto Yarm Road.
 - c. Addresses the impact of noise from the railway, the A66 and to a lesser extent, the A1027 Yarm Road.
 - d. Screens the railway and the A66 from future residents of the site. Substantial buffer planting will be required to mitigate their impact.
 - e. Retains the existing mature trees along the boundaries of the site and integrates them into buffer planting or green space.

Reasoned Justification

- 8.13 The Council considers the site to be an important Gateway site forming part of the road corridor on the approach to the southern entrance of central Stockton. Piecemeal development may prejudice the comprehensive regeneration of the area.
- 8.14 The Council, in assessing the potential options for the future redevelopment of the Nifco UK site concluded that the most feasible option for redevelopment of the site would be as part of a wider scheme encompassing the area identified as the Yarm Road Gateway site.
- 8.15 The Council's Planning Committee has approved a non-statutory Residential Development Brief for the site which will be a material consideration in any future planning applications. The Brief outlines the Council's aspirations for the area and establishes clear principles relating to land use, site planning and built form. The Brief establishes that the most effective and efficient redevelopment of the Yarm Road Gateway area identified would be a residential development via a mutually beneficial agreement between landowners. The Council intends that the Brief will be consulted on and subsequently become a Supplementary Planning Document.
- 8.16 The site is previously developed land. Redevelopment of the site for housing purposes would represent a positive use of previously developed land.
- 8.17 The findings of the TVSHMA 2012 show that the Core Area Housing Sub Division has a need and demand for a variety of house types and sizes.
- 8.18 The site lies in flood zone 1 and is therefore at the lowest fluvial flood risk.

Sustainability Appraisal Summary

- 8.19 Policy H1a allocates land for housing that has previously been developed and is within the Core Area. As a result, a number of positive relationships have been identified between the policy and the Sustainability Objectives. It has been identified that the policy will have an uncertain impact upon the objectives relating to the economy and the employment market as the development of the site for housing will require the relocation of a number of existing businesses.

Urlay Nook Road

Introduction

- 8.20 The Urlay Nook site is predominantly agricultural land and is located on the western edge of Eaglescliffe and to the north of the A67. It is also located adjacent to the Cleveland Police Tactical Training Centre and to the south of the now decommissioned Elementis chromium works, where demolition and clearance work has occurred. There is existing residential development to the east of the site.

You Told Us

- 8.21 The site was identified within the Core Strategy DPD Review issues and options consultation paper. During the consultation, representations and an indicative masterplan were received from the landowners and their representatives.
- 8.22 Many of the members of the public and stakeholders who responded to the consultation considered the Urlay Nook site in association with the other Eaglescliffe sites (Land at Durham Lane Industrial Estate and Land to the South of Preston Farm) and expressed concerns over any expansion of Eaglescliffe and the impact this will have on the highway network and levels of road congestion in the Yarm and Eaglescliffe area and also the extra pressure development would place upon existing schools in the area. Specific comments relating to the highways around Urlay Nook were also made, with some residents expressing concerns over inadequate highways and public transport systems with others making reference to the good access and arterial road links at Urlay Nook.
- 8.23 A concern of the participants in the consultation was the proximity of the Urlay Nook sites to site of Elementis Chromium, especially in terms of the impact this would have on the amenity of any new residents. There was concern that the Urlay Nook sites were too far from the true urban area and their development would result in urban sprawl with limited access to local infrastructure and facilities for the new residents. However, an alternative view was also expressed by a number of respondents, who considered that the sites provided good access to local facilities and could be supported by local infrastructure.

- 8.24 Other concerns that were raised during the consultation included the relationship of the site with Durham Tees Valley Airport and the loss of agricultural land.

Policy H1b - Urlay Nook

- 1. 25 hectares of land are allocated for housing at Urlay Nook for approximately 570 dwellings.**
- 2. Development of the site will be subject to a comprehensive masterplan detailing design, access arrangements and development phasing. The masterplan will include the following elements:**
 - The retention of existing trees in the north eastern corner of the site and along the southern edge.**
 - Provision of a landscaped buffer along the southern edge of the site.**
 - Improvements to existing public right of way and pedestrian/cycle linkages to the footpath and cycle network on A67 and in the new residential development to the north.**

Reasoned Justification

- 8.25 The Urlay Nook site is identified by Regeneration and Environment LDD Policy SP3 - Limits to Development, as being within the Limits to Development for Eaglescliffe and is a sequentially preferable site.
- 8.26 The Core Strategy Review Issues and Options document identified two potential site boundaries at Urlay Nook. An area of 25 ha (Urlay Nook 1) and an area of 15ha (Urlay Nook 2) were both identified as potential housing allocations due to the presence of a Health and Safety Executive (HSE) Consultation Zone relating to the Elementis chromium plant. While the HSE zone currently prevents housing development on much of the larger 25ha area, Elementis has been decommissioned and it is likely that this zone will be removed in the near future.
- 8.27 Core Strategy Policy CS4: Economic Regeneration safeguarded an area of 20ha for general employment uses at Urlay Nook. This general employment land forms part of the housing allocation. The Stockton on Tees Local Plan, 1997, allocated 25ha for general industrial or storage and distribution uses. This allocation was considered in the Borough's Employment Land Review. Stage 1 of the review stated that the site had been allocated for a considerable length of time and had yet to experience any development. The report recommended de-allocation of the Urlay Nook site. However, following Stage 1, a planning application for 44,500sqm of B2 and B8 development was submitted and the site was recommended for retention in subsequent stages of the Employment Land Review.

- 8.28 The outline planning application was considered at planning committee in 2008, where the Council were minded to approve it. However, this approval has not yet been granted. Despite the lengthy period of allocation for employment uses, there has been no development on the Uraly Nook site. The site is no longer considered to be an attractive or viable employment allocation but its location within the boundaries of Eaglescliffe urban area and adjacent to existing residential development makes it a suitable site for future housing development.
- 8.29 Previous applications on the site have identified potentially significant issues relating to protected species and the developer will be expected to investigate the site. However, it has been demonstrated that these issues can be overcome. There will also be a requirement for open space, sport and recreation facilities in accordance with Core Strategy policy CS5 - Community Facilities, and the standards set out in Policy PF1 - Open Space, Sport and Recreation Facilities and the Open Space, Recreation and Landscaping SPD.

Sustainability Appraisal Summary

- 8.30 Policy H1b allocates a site that is within the existing conurbation for housing development. The location of the site and the provisions of the policy have led to a number of positive relationships with the Sustainability Objectives. The Sustainability Appraisal has identified uncertainty in the relationship between the policy and the objective relating to the employment market. Part of the site was previously allocated for employment and this allocation has been lost. However, the site has never been developed and the development of the site for housing could lead to growth in the area.

University Hospital of North Tees

Introduction

- 8.31 The Hospital site is located 3 km northwest of Stockton Town Centre in a predominantly residential area. To the south and east of the site are Abbey Hill School, Technology College and Harrowgate Primary School. To the immediate southwest is a hospice. Beyond the immediate area to the west of the site is a significant expanse of urban open space. Access to the town centre is provided by Durham Road via Hardwick Road.

You Told Us

- 8.32 This site was not identified within the Regeneration DPD Issues and Options report.

Policy H1c - University Hospital of North Tees

- 1. 15ha of land is allocated for housing at the University Hospital of**

North Tees for approximately 340 dwellings

- 2. Development of the site will be subject to a comprehensive masterplan detailing design, access arrangements and development phasing. The masterplan will include the following elements:**
 - **Provide a gateway to the Hardwick Dene and Elm Tree Local Nature Reserve to the south**
 - **Provide cycle/footpath network to connect with National Cycle Network Route**
- 3. The developer will ensure that infrastructure needs arising from the development are fully met including:**
 - **Education provision**
 - **Health provision**

Reasoned Justification

- 8.33 The site is a sustainable, urban brownfield location and, when vacated, will present an opportunity to deliver a development of sufficient scale to create a new community in the area.
- 8.34 The proposal for a new hospital at Wynyard has meant that land at the University Hospital of North Tees will become available for housing. The Foundation Trust is actively seeking private finance following the withdrawal of Government funding for a new hospital at Wynyard. The new hospital is one of 6 priority schemes publicly announced by the Government for private finance for new hospitals. The previous publicly funded scheme was withdrawn but the strategic need for a single new hospital has never been contested by the relevant bodies. The Department of Health and the Strategic Health Authority have always been supportive. The landowner is actively seeking to make the site available for housing-led redevelopment. A site valuation undertaken by the Foundation Trust anticipate an outline application will be submitted in 2013 and reserved matters in 2015 with the 1st phase being available for development to start in 2016. It is therefore considered that there is a reasonable prospect that the site will become available for development and it is expected to contribute housing units from year 6 onwards.
- 8.35 The creation of a new residential community in a location reasonably close to and with good public transport links to Stockton Town Centre will assist in supporting the vitality and viability of Stockton Town Centre.
- 8.36 In delivering the site the provision of 340 homes is likely to require additional infrastructure, in summary this is likely to include:

- Investment in local schools. Whilst there is capacity in local schools the development is likely to lead to under provision of school places.
- Existing local health care facilities will need to be extended or replaced because of capacity issues

8.37 Regeneration and Environment LDD Policy TC8 - Development in Local and Neighbourhood Centres supports the redevelopment of 'High Newham Court' Local Centre. There may be an opportunity for a land swap that would see this retail allocation being provided within the University of North Tees Hospital site with housing being developed on the current High Newham Court site. The Council is supportive of this opportunity. However, any development proposal premised on the land swap would need to demonstrate that the retail allocation would be delivered.

Sustainability Appraisal Summary

8.38 Policy H1c allocates a brownfield site that is within the existing conurbation for housing development. As a result, it has been identified as being compatible with the majority of Sustainability Objectives. Its medium term impact upon access to health care is uncertain as the relocation of health facilities may impact upon existing local communities initially. The Sustainability Appraisal has identified that this relationship is positive in the long term.

The Blakeston and Norton School sites

Introduction

8.39 The Blakeston School site is located to the north of Junction Road at the northern edge of Stockton town. The site is currently occupied by the North Shore Health academy, prior to the school's relocation to a new purpose built facility. The site is bordered by a railway line to the north, Blakeston Lane to the east and commercial development to the west.

8.40 The Norton School site is located on Berkshire Road, on the north eastern edge of Stockton. The site is located on the edge of a residential area and adjacent to Norton Primary School. It is also to the west of the A19 and north of Holme House Prison. The school buildings have been demolished following the joining of Norton and Blakeston Schools to form the North Shore Health Academy.

You Told Us

8.41 The sites were not identified within the Regeneration DPD or Core Strategy Review Issues and Options reports.

Policy H1d - Blakeston School

- 1. 3.1 hectares of land are allocated for the development of approximately 40 general market residential properties**
- 2. Development will not exceed an area equivalent to that of the hard-standing and buildings associated with the former school.**
- 3. The former school playing field, adjacent to the site, will be protected as open space. Appropriate linkages from the development to this open space and to the northern fringe of the site will be encouraged. Where existing school facilities are to be retained for the community, they will be sympathetically accommodated into the proposed layout**

Policy H1e - Norton School

- 1. 1.6 hectares of land are allocated at Norton School for approximately 36 houses and associated infrastructure.**
- 2. Development will not exceed an area equivalent to that of the hard-standing and buildings associated with the former school.**
- 3. The former school playing field, adjacent to the site, will be protected as open space. Appropriate linkages from the development to this open space will be encouraged.**

Reasoned Justification

- 8.42 The merger of Blakeston School and Norton School resulted in the formation of the North Shore Health Academy. Construction work has begun on the new school building to house the North Shore Health Academy in Stockton Town Centre Northern Gateway, on the site of the former Tilery Sports Centre. It is anticipated that construction of the new school will be completed by Spring 2013. As a result the Blakeston School and Norton School sites, the latter of which is already cleared, will no longer be required for educational purposes.
- 8.43 In both cases it is proposed that the maximum amount of development to be permitted on the sites will be the equivalent of the buildings and hard-standings on the school. It is also possible that some of the existing built facilities on the Blakeston School site, for example the gym building, will be retained for community use. The Council considers the retention of the playing fields and facilities at the sites, as an opportunity to create a high quality development. Proposals which respond positively to these site specific circumstances will be encouraged.

Sustainability Appraisal Summary

8.44 Policies H1d and H1e allocate brownfield land that is within the existing conurbation for housing development. The Sustainability Appraisal has considered that these policies are compatible with the majority of Sustainability Objectives and no potential conflicts or uncertainties have been identified.

Leeholme Road, Billingham

8.45 Land off Leeholme Road is in south Billingham, in close proximity to Billingham District Centre. It is currently in employment use, occupied by a number of large industrial sheds.

You Told Us

8.46 Land off Leeholme Road has been included in the Strategic Housing Land Availability Assessment for a number of years and has been assessed as suitable, available and achievable. It accords with Core Strategy Policy CS1 - Spatial Strategy, particularly point 3, which states that some housing development will be located beyond the Core Area to support the regeneration of Stockton, Billingham and Thornaby. Policy CS7 - Housing Distribution and Phasing anticipated that 50 to 100 dwellings would be allocated in Billingham in the period 2016 to 2021.

8.47 It was not considered necessary to include Land off Leeholme Road in the Core Strategy Issues and Options Consultation, as policies CS1 and CS7 were subject to extensive consultation prior to the adoption of the original Core Strategy and it is only intended to review aspects of them which are not achievable.

8.48 However, many respondents to the Core Strategy Review Issues and Option Consultation were in favour of:

- Developing brownfield rather than greenfield sites
- Developing sites with good access to services and facilities
- Small sites rather than large sites.

8.49 The allocation of Land off Leeholme Road is therefore considered to be largely in line with public opinion.

Policy H1f - Land off Leeholme Road

- 1. 1ha of land off Leeholme Road is allocated for the development of approximately 30 dwellings.**
- 2. To reduce the development's impact on the strategic road network, promote healthy lifestyles and limit the use of private vehicles, development of the site should include sustainable transport links to Billingham District Centre and Billingham Rail Station, both of which are in close proximity to the site.**

- 3. Primary access to the site should be from Saunton Road.**
- 4. The development's layout and design should take into account the railway line which passes in close proximity to the south east of the site.**
- 5. Development of the site should include footpaths and cycle links from Saunton Road to the green wedge between North Billingham and Cowpen Lane Industrial Estate.**

Reasoned Justification

- 8.50 Land off Leeholme Road is allocated for the development of approximately 30 dwellings. The allocation of this site accords with the spatial strategy in the original Core Strategy and that set out in the Core Strategy Review Preferred Options. It also meets the local people's desire to see more brownfield sites within existing settlements developed for housing, rather than greenfield sites on the periphery.
- 8.51 The site should include sustainable transport links to Billingham District Centre and Billingham Rail Station, both of which are in close proximity to the site. This will increase sustainability by reducing vehicular trips and supporting local services and shops. Local residents will also benefit from public transport improvements including the Tees Valley Major Bus Networks Improvement Scheme and the later phases of the Tees Valley Metro.
- 8.52 Primary access to the site should be from Saunton Road.
- 8.53 Layout and design should take into account the railway line which passes in close proximity to the south east of the site and has been identified as having the potential to cause noise disturbance which would impact on the amenity of new residents.
- 8.54 Development of the site should include footpaths and cycle links from Saunton Road to the green wedge, enhancing access for both new and existing residents in accordance with the Stockton-on-Tees Green Infrastructure Strategy.

Sustainability Appraisal Summary

- 8.55 Policy H1f allocates brownfield land that is within the existing conurbation for housing development. The Sustainability Appraisal has considered that this policy is compatible with a number of Sustainability Objectives and no potential conflicts or uncertainties have been identified.

Harrowgate Lane

Introduction

8.56 The site is located to the north west of Stockton and separated from residential development to the east by Harrowgate Lane. The site is in agricultural use; built development to the west of Harrowgate Lane, which does not form part of the site includes Bishopsgarth Secondary School, an electricity sub-station and a small amount of residential development along Letch Lane. Castle Eden walkway runs across part of the site and a Tesco Superstore is situated on the opposite side of the A177.

You Told Us

8.57 The site was identified within the Core Strategy DPD Review issues and options consultation paper. During the consultation representations were received from land owners and representatives for the parcels of land which make up this site.

8.58 Those completing the 'Planning for Housing' questionnaire showed support for the site with over twice as many people agreeing or strongly agreeing that Harrowgate Lane would be a good site for new housing than those disagreeing.

8.59 Comments received from the public and stakeholders through the consultation process included reference to the sites greenfield status, rural character and location on the periphery of the conurbation. Access and impact on the highway network was raised as an issue by some respondees, however, others considered that good access was achievable and current road infrastructure could support further development with appropriate upgrades.

8.60 The sustainability of the site in terms of good access to services and facilities was raised by numerous respondees, including that the site was within walking distance of existing schools and facilities, had supermarket provision nearby, good bus services and linked well with the adjacent residential area. However, other responses have identified that the development would require new facilities.

8.61 Some comments identified that the site's boundaries should be revised or that only a smaller element of the site should be developed. Specific comments identify that a buffer should be left between any development and the electricity substation and that the western boundary of the site need not extend to the pylon lines.

Policy H1g - Harrowgate Lane

1. 126ha of land is allocated for housing at Harrowgate Lane for approximately 2500 dwellings

4. Development of the site will be subject to a comprehensive masterplan detailing design, access arrangements and development

phasing. The masterplan will include the following elements:

- **Through design and landscaping a ‘soft’ boundary between residential development and countryside should be provided. This should include the creation/retention of woodland and other semi-natural habitats, and the provision of cycle/pedestrian and possibly equestrian access along the full western fringe of the site. There should be good linkages into the development itself and to access networks in the development site to the south (H1i).**
- **Any necessary off-site works to achieve connectivity for pedestrians and cyclists to the community facilities and opportunities for travel by sustainable modes in the existing urban area.**
- **Retain and enhance existing ‘Castle Eden Walkway’ green corridor, improving quality of path and maintaining broad ‘natural buffer’ between this and any new development.**
- **Create high quality cycle/pedestrian links from within the development to Castle Eden Walkway**
- **Enhance public right of way along northern perimeter of site adjacent to railway, and ensure this links to adjacent housing and supermarket**
- **Create enhanced landscape / wildlife buffer along the north fringe of the site adjacent to the railway.**
- **Landscape buffer between proposed residential development and the existing electricity sub-station.**

2. Land identified in the masterplan will include the following purposes:

- **Education provision if on-site provision is deemed appropriate**
- **Neighbourhood centre(s) to meet local needs. This will include the provision of health facilities, leisure facilities and any other community needs**

Reasoned Justification

8.62 The Harrowgate Lane site has the potential to provide a strategic scale housing development located on a Core Bus Route. While Harrowgate Lane is a classified road, there are a number of pedestrian crossings, which will allow safe pedestrian access in to the existing urban area.

8.63 The Spatial Strategy permits that where the council cannot meet its housing targets through sequentially preferable sites, alternative sites that can meet regeneration objectives, support disadvantaged communities, supply housing need and demand identified in the SHMA and/or provide sustainable communities with an appropriate and aspirational housing mix will be prioritised. The Council have identified that Harrowgate Lane meets all of the objectives.

- 8.64 In assessing regeneration benefits, the index of multiple deprivation (IMD), unemployment rates, assessment of the vitality and viability of existing retail centres, open space access, housing market renewal schemes and any other regeneration proposals are all key indicators. Outside of the Core Area the most deprived wards (lowest IMD) are Hardwick and Roseworth wards, which are located adjacent to the Harrowgate Lane housing site.
- 8.65 Encouraging development in the northwest of the conurbation will support wards which may benefit from investment, for example Hardwick and Roseworth. In this area, 'High Newham Court' Local Centre has a high vacancy rate and poor physical environment. Regeneration and Environment LDD Policy TC8 - Development in Local and Neighbourhood Centres, supports the redevelopment of High Newham Court Local Centre, and as a result it could be appropriately expanded to absorb the additional spending capacity generated from housing growth in the area.
- 8.66 The findings of the TVSHMA 2012 suggest that there is need and demand for a variety of housing types within the Stockton Housing Sub Area, which further supports Harrowgate Lane. A site of this scale would also be able to support the range of house types, sizes and tenures, which would encourage a sustainable community.
- 8.67 The Council will produce a masterplan for the site development which will guide the development of the scheme and set out in detail the main components of the scheme. A number of site specific design elements have been identified as they are considered essential to the successful delivery of the scheme.
- 8.68 The site will form a substantial urban extension with much of the site being identified within the Landscape Capacity Study as having 'low' capacity; landscape capacity is the 'degree to which a particular landscape character type or area is able to accommodate change without significant effects on its character, or overall change of landscape character type' (Landscape Character Assessment Guidance, 2002). It is therefore essential that a 'soft' boundary to the west of the new development is created through effective design and landscaping. This will ensure the remainder of the landscape maintains its character and the impact on the strategic gap is limiting in a visual sense as much as possible.
- 8.69 Core Strategy Policy CS10 identifies that 'joint working with partners and developers will ensure the successful creation of an integrated network of green infrastructure'. Stockton-on-Tees Green Infrastructure Strategy was adopted in 2011. The strategy highlights the existing green infrastructure assets which are significant at the Tees Valley or Borough-scale. These major green infrastructure assets form the basis for the Borough's existing green infrastructure network which incorporates Primary & Secondary Green Infrastructure Corridors. As

part of the masterplan two main elements are identified as being essential; they are, the enhancement and improved access to Castle Eden Walkway and extending the green infrastructure network around the southern and western boundary of the proposed development

- 8.70 Castle Eden Walkway, which runs through the site, forms the main element of Primary Corridor 6 'Preston-on-Tees, Hartburn, Fairfield, Bishopsgarth to Wynyard' as identified in the Tees Valley Green Infrastructure strategy. It is essential that Castle Eden Walkway is successfully incorporated into the scheme through enhancement and improved access.
- 8.71 Within the Stockton-on-Tees Green Infrastructure Strategy the secondary green infrastructure network identified as Corridor B 'West Stockton' extends along the western fringe of Bishopsgarth, Fairfield and Hartburn. As part of the masterplanning of the site the green infrastructure network should be extended around the western boundary of the settlement providing enhanced public access. In doing so, this will aid the creation of a 'soft' boundary to the development.
- 8.72 Given the scale of development at Harrowgate Lane the scheme will incorporate facilities that will meet the needs of local residents. At this stage it is not known the full extent of the requirement for education, neighbourhood centre(s) and other community facilities on the site; further assessment of existing provision in the area will be undertaken to identify the requirement for a development of this scale. There will also be a requirement for open space, sport and recreation facilities in accordance with Core Strategy Policy CS5 - Community Facilities, and the standards set out within the Open Space, Recreation and Landscaping SPD. The site forms an extension to the 'Stockton West' area identified within the SPD; given the scale of development and the fact that this area does not meet the quantity standards for the majority of open space typologies the scheme should make onsite provision in accordance with the quantity standards set out within the SPD.

Sustainability Appraisal Summary

- 8.73 Policy H1g allocates a large greenfield site for housing but because of the sustainable location of the site and the provisions of the policy, the Sustainability Appraisal has found that the policy is compatible with the majority of Sustainability Objectives and there are no uncertainties or conflicts.

Land East of Yarm Back Lane

Introduction

- 8.74 The site is adjacent to the built up area of West Stockton. The built up area adjacent to the site is predominantly residential. The western boundary of the site is Yarm Back Lane along which is a hedge line of

variable thickness along its route. Beyond Yarm Back Lane the land is predominantly agricultural although there are some other uses on the western side of Yarm Back Lane such as a caravan park. The site is currently used for agriculture, mostly pasture. It is split into a number of fields with hawthorn hedges and occasional trees. The fields do not appear to be particularly strongly defined although one field boundary (opposite Betty's Farm) also has a drainage stream, which strengthens the separation.

You Told Us

- 8.75 The site forms part of a larger site that was identified within the Core Strategy DPD Review issues and options consultation paper. Representations were received from the representatives of the two landowners associated with this site, both supporting its development. Comments were also received from members of the public.
- 8.76 Some respondents raised the issue of highways, particularly traffic congestion at peak periods in the vicinity of the site. It was suggested that the present highway design was inadequate and making any significant changes would be costly. Conversely, some respondents reported that the site had better road links than other sites in the consultation and new development would facilitate necessary improvements. The majority of comments relating to this site referred to the aesthetic impact development would have on existing residents and the strategic gap between Stockton and other settlements. The potential impact on wildlife was also raised as an issue. However, some respondents considered that this site would be a logical extension to the urban area which could easily be developed.
- 8.77 There were comments that there are insufficient schools, both primary and secondary, in the locality to accommodate development. However there were also comments that the site was close to centres of employment, schools, medical facilities and shopping and was also big enough to support some facilities in its own right. Also supportive, were comments that there is the potential for a complete range of housing types from sheltered housing to executive housing with local convenience facilities and sport and leisure and that larger sites produce more affordable housing
- 8.78 Flood risk was noted as an issue, with particular reference made to Lustrum Beck with comments that further development would make existing issues worse.

Policy H1h - Land East of Yarm Back Lane

- 1. 42ha of land are allocated for housing at Yarm Back Lane for approximately 945 dwellings**
- 2. Development of the site will be subject to a comprehensive**

masterplan detailing design, access arrangements and development phasing. The masterplan will include the following elements:

- Appropriate boundary treatment with Yarm Back Lane will be provided including structural buffer planting consisting of native mixed broadleaf species.
- Landscaped areas along the western boundary of the site will provide for cycle/pedestrian and possibly equestrian access along the full western fringe of the site, with appropriate linkages into the development itself. Routes will connect with National Cycle Network Route 14 at Darlington Road to the south and to the development site to the north (H1g)
- Any necessary off-site works to achieve connectivity for pedestrians and cyclists to the community facilities and opportunities for travel by sustainable modes in the existing urban area.
- Improvements to and extension of the green infrastructure network; this will be delivered through facilitating access (including from the existing adjoining built up area) through to the wider countryside.
- There are numerous small ordinary watercourses within the site. They will ideally be protected and used to create features within the development. If it is necessary to cross any of the watercourses then clear span crossings should be used rather than culverting.

3. Land identified in the masterplan will include the following purposes:

- Education provision if on-site provision is deemed appropriate
- Retail centre(s) to meet local needs. This will include the provision of health facilities, leisure facilities and any other community needs.
- Allotment provision

4. There are existing flood risks downstream of this site on the Lustrum Beck which must not be exacerbated so any surface water discharge to this watercourse or its tributaries must be attenuated and managed appropriately.

5. Highway requirements are likely to include:

- The re-modelling of Yarm Back Lane as a residential access road with a speed limit of 40mph as well as lighting and provision for pedestrians and cyclists.
- The upgrading of Elton interchange and the re-modelling of the junction between Yarm Back Lane and Darlington Back Lane

Reasoned Justification

- 8.79 The site would represent a logical urban extension as it is located on the edge of an existing residential area and is within 1km of a school, park and recreation facilities and a designated retail centre. There are further services and facilities within 2km, which include a GPs surgery, primary and secondary schools, and a number of parks or sports grounds.
- 8.80 The site lies in flood zone 1 and is therefore at the lowest fluvial flood risk.
- 8.81 The size of the site offers the flexibility to address the enhancement of the green infrastructure of the area as well as opportunities to improve links to the existing residential area and local facilities.
- 8.82 A theme of the Stockton-on-Tees Draft Green Infrastructure Delivery Plan is the provision of community food and the Borough's Planning Policy Guidance 17 (PPG17) Assessment identifies that allotments (along with civic space, cemeteries and churchyards) make up the smallest proportion of space within the open space provision for Stockton West. The PPG17 Assessment also identified that some existing allotment management groups in the Borough have had to split their plots to accommodate more members because of the level of demand on waiting lists. Therefore, the allocation of the site offers an opportunity to improve allotment provision, as is set out in the policy.
- 8.83 The site is adjacent to the Stockton Housing Sub Division area. The TVSHMA 2012 show that has a need and demand for a variety of house types and sizes and that there is a shortfall of bungalows across most of the district. Development on this scale also provides an opportunity to make a significant contribution to the Borough-wide affordable housing requirement.
- 8.84 The master plan which the Council will prepare will be consulted on and developed into a Supplementary Planning Document.

Sustainability Appraisal Summary

- 8.85 Policy H1h identifies a greenfield site for housing. The site is located adjacent to the existing conurbation and the provisions of the policy have led to a positive assessment against the majority of objectives within the Sustainability Appraisal.

West Yarm

Introduction

- 8.86 Land at West Yarm was identified in the Issues and Options document as a housing site of 15 hectares with a potential yield of up to 330 homes. The site is, for the majority in agricultural use. It is centred on Morley Carr Farmhouse and accommodates other associated and

agricultural buildings. It is outside the limits to development, with residential development located beyond Allerton Balk, which bounds to the east, and a small number of individual properties to the north. A public footpath and unmade track form the northern boundary of site, and to the south is Green Lane (A1044). A high-pressure pipeline with its associated easement has helped define the western boundary of the site. There are no major planning permissions relating to this site.

You Told Us

- 8.87 A representation received on behalf of the landowner, promoting the development of a 22-hectare site at Morley Carr Farm for up to 330 homes. It is proposed that this phased development would provide for a range of dwelling types, with leisure and recreation facilities as well as improving cycle and pedestrian links in the existing public right of way network.
- 8.88 Like other Yarm sites, one of the main concerns was that the development of West Yarm would have an adverse impact on traffic. It was considered that the highway is highly congested and that no development should be allowed that exacerbates traffic problems, parking and through flow. Respondents consider that the highway infrastructure would be unable to cope with further traffic congestion and that Yarm does not have the capacity to accommodate the vehicles arising from more housing. It was also considered that new access roads to this area would be needed should development take place.
- 8.89 Some respondents took the view that Yarm cannot accommodate any more houses with the current infrastructure, particularly that there are no leisure facilities, not enough schools, and a lack of shopping facilities. Additional infrastructure should be provided, such as community centres, schools, roads and shops. The point is made that there is little work or services so most people travel elsewhere to work, and as Yarm cannot provide employment opportunities any new developments would be for commuters.
- 8.90 Comment is made that the site coincides with both the local and strategic wildlife corridors and areas of biological interest, and that these connect the Leven and Tees, part of the greater corridor between North York Moors and Pennines. Concern is expressed at the impact of development on the integrity and quality of strategic and local wildlife corridors and nature conservation interests. Furthermore, development on the site would have an adverse impact on areas of biological interest and the connection between the River Leven and Tees.
- 8.91 Yarm is referred to as the 'Jewel in the Crown' and in the future it will no longer exist, as it will be joined up to smaller towns and villages. The Town is seen to be at risk of losing its quaintness and unique qualities, and its small town charm. It was considered that Worsall

Road [which is the eastern boundary of the site] provides a natural boundary to Yarm and a clear identity for the end of development.

- 8.92 Overall, respondents did not agree that West Yarm would be a good place to put new housing.

Policy H1i - West Yarm

- 1. 15 hectares of land is allocated at West Yarm for up to 300 homes.**
- 2. Development of the site will be subject to a comprehensive masterplan detailing design, access arrangements and development phasing. The masterplan will include the following elements:**
 - **A pedestrian and cycle crossing over Allerton Balk**
 - **Any other necessary off-site works to achieve connectivity for pedestrians and cyclists to the community facilities and opportunities for travel by sustainable modes in the Layfield Estate.**
 - **A high quality landscaping scheme along the western boundary of the site to buffer development from the adjacent rural area**
 - **Connection to existing Public Rights of Way to the north of the site - Footpath No.7, and to the south of Green Lane (A1044) towards Footpath No.4 and the Saltergill to Leven Bridge Green Infrastructure Corridor**
- 3. Development will need to take account of the high-pressure pipeline and associated easement along the western boundary of the site**

Reasoned Justification

- 8.93 Core Area and Wider Conurbation Sites could deliver approximately 1,200 homes. This site, Adjacent to the Conurbation, outside the limits to development could be used to supplement the more sustainable options. However, initial and immediate concerns in respect of local highway capacity restrict the contribution of this site to around 300 dwellings.
- 8.94 Given its location close to existing community facilities and public transport links, it is considered that development of this site could be made sustainable. The site lies in flood zone 1 and is therefore at the lowest fluvial flood risk.
- 8.95 The findings of the TVSHMA 2012 have identified some housing need within the Yarm area and this site has the potential to accommodate a range of house types and tenures including elements of affordable and executive housing. It would not however contribute to the regeneration and revitalisation of the more disadvantaged areas of the Borough.

- 8.96 Although outside the limits to development, the site is considered to be in an area with high landscape capacity for change. Nevertheless, landscaping and careful planting would serve to further reduce the visual impact of built development on this site in the longer term.

Sustainability Appraisal Summary

- 8.97 Policy H1i identifies a greenfield site for housing. The site is located adjacent to the existing conurbation and the provisions of the policy have led to a positive assessment against the majority of objectives within the Sustainability Appraisal. No conflicts or uncertainties were identified.

South West Yarm

Introduction

- 8.98 Land at South West Yarm was identified in the Issues and Options document as a housing site of 21 hectares with a potential yield of up to 480 dwellings. The site is, for the majority, in agricultural use. It is outside the limits to development, with residential development located beyond the Green Lane (A1044) which bounds to the north. Yarm railway station and the mainline dissect the site centrally from north to south, separating the site into two distinct parcels of land.
- 8.99 The western parcel is bound to the east by the railway line; and to the west by electricity powerlines and pylon structures.
- 8.100 The eastern parcel is bound by the railway line in the west and Yarm Road (A67) to the east. Yarm School Playing Pitches are located in the east of the site adjacent to a small number of residential properties at Lane End Cottages.

You Told Us

- 8.101 A representation received on behalf of the landowner, promotes the development of the site for 750 homes, whilst offering:
- Relocation of Yarm School Playing Pitches at South West Yarm to land directly opposite the school
 - Provision of new long stay car parking facility for Yarm Town Centre
 - Increased public open space for residents of Yarm and Eaglescliffe with new and enhanced linkages to Yarm Town Centre
 - Restoration of a heritage asset in Eaglescliffe
- 8.102 One of main concerns of representors was the capacity of the road infrastructure to accommodate the extra traffic, both from this site, and in conjunction with other sites in the vicinity. Parking in Yarm is considered limited and causes access problems through the town, and

it considered that more homes would add to those problems and extra parking provision required.

- 8.103 There was also concern that local infrastructure and facilities would be incapable of serving an expanded population. There were references to the lack of, and the need to provide for schools, leisure facilities, and public transport and in one case it was mentioned that there would be a need to improve the capacity of the local water supply. There was also concern regarding employment opportunities for new residents and the development of agricultural land.
- 8.104 Many responses made reference to local and strategic wildlife corridors, Special Landscape Areas and areas of biological interest. It was suggested that development on this site would have an adverse impact on the unique character of Yarm as well as the rural character of Kirklevington and would result in the coalescence of settlements.
- 8.105 In developing the site, respondents noted that the proximity to pylons and railway lines should be noted. The point was made that this is an area of high cost housing area and to meet local needs, the site should provide for a mix of house types and tenures, including affordable housing. Furthermore, the site should include play area/park to attract young families and people.
- 8.106 Overall, the respondents did not agree that South West Yarm would be a good place to put new housing.

Policy H1j - South West Yarm

- 1. 49 hectares of land is allocated at South West Yarm for up to a total of 735 homes.**
- 2. Development of the site will be subject to a comprehensive masterplan detailing design, access arrangements and development phasing. The masterplan will include the following elements:**
 - **A high quality landscaping scheme along the southern boundary of the site to buffer development from the adjacent rural area**
 - **Mitigation for noise and disturbance arising from the railway station and line**
 - **Four vehicular accesses, two each to the east and west of the railway line to Green Lane (A1044)**
 - **Cycle and pedestrian crossings over Green Lane (A1044)**
 - **Any other necessary off-site works to achieve connectivity for pedestrians and cyclists to the community facilities and opportunities for travel by sustainable modes in the Layfield Estate and Yarm.**
 - **The means to secure off-site improvement works to the capacity and layout of the roundabout at the junction of the A1044 (Green Lane) and A67 (Yarm Road)**

3. It is expected that any development proposal, which proposes the loss of Yarm School Playing Pitches, would include a scheme and means to secure their replacement.

Reasoned Justification

- 8.107 Core Area and Wider Conurbation Sites could deliver approximately 1,200 homes. This site, Adjacent to the Conurbation, outside the limits to development could be used to supplement the more sustainable options.
- 8.108 Given the sites location close to existing community facilities and public transport links, it is considered that development here could be made sustainable. The site lies in flood zone 1 and is therefore at the lowest fluvial flood risk.
- 8.109 The findings of the TVSHMA 2012 have identified some housing need within the Yarm area and this site has the potential to accommodate a range of house types and tenures including elements of affordable and executive housing. It would not however contribute to the regeneration and revitalisation of the more disadvantaged areas of the Borough.
- 8.110 Although outside the limits to development, the site is considered to be in an area with high landscape capacity for change. Whilst there would inevitably be a loss of rural character, existing woodland to the south would serve to help mitigate the visual impact of built development. Nevertheless, a landscape buffer and careful planting along the southern boundary of the sites would serve to further reduce the visual impact of built development in the longer term. A stand-off and screen planting could serve to mitigate any impacts on residential amenity by virtue of noise and disturbance from the railway line and the associated public areas.

Sustainability Appraisal Summary

- 8.111 Policy H1j identifies a greenfield site for housing. The site is located adjacent to the existing conurbation and the provisions of the policy have led to a positive assessment against the majority of objectives within the Sustainability Appraisal. No conflicts or uncertainties were identified.

Wynyard settlement

- 8.112 In the late 1980s planning permission was granted for a mixed-use development either side of the A689. The original vision involved the creation of a high-quality residential area to the south of the A689, with a large-scale business park to the north. The Wynyard area falls in to the administrative area of both Stockton-on-Tees, and Hartlepool

Borough Councils, who have a history of co-operating on the development of the area.

- 8.113 The majority of the original residential village has been developed over the last 20-years. However, development on the employment site has only begun to build a critical mass since 2005. Therefore a significant amount of undeveloped employment land remains. There are concerns that the employment development can not be delivered as it will have a significant impact on the strategic highway network.
- 8.114 The Core Strategy Review Issues and Options discussed the future of the Wynyard area in depth and asked the public questions about the employment strategy in the area and whether potential sites were considered acceptable for housing development.

You told us

Highway issues

- 8.115 Highway safety and congestion were major concerns. A number of comments related to the ability of the road network in the village, to accommodate the additional traffic generated from any new dwellings. In addition concerns were expressed regarding current congestion on the A19 and the A689, in particular at the junction of these major roads.

Type of housing

- 8.116 A number of responses stressed the unique status of Wynyard as an executive housing location. Concerns were raised that additional housing would water-down the original Wynyard vision and the area would be less popular in this market.

Character and status of Wynyard

- 8.117 A significant number of respondents have concerns about the size of the sites in the Wynyard area and the affect that this growth would have on the village lifestyle, as well as the character and exclusivity of the area.

Sustainability of the area and amenities

- 8.118 Given the village location, many responses identify concerns regarding sustainability issues relating to the level of amenities available to residents. Facilities that it is suggested are lacking in the area include bus services; rail services; open space / play facilities; schools, which are already viewed to be under pressure; Police; shops; and doctors practice. However, an alternative view suggests that the Wynyard sites provide scope to improve existing infrastructure in the Wynyard area.

Environmental impact

8.119 Several comments identify the area as a whole as 'green belt' or outside of development limits and that this designation should be retained. Several responses suggest that brownfield locations should be considered before these greenfield sites are considered. Several comments also suggested that the gap between Wynyard and Wolviston villages must be maintained.

Loss of employment land

8.120 Concerns were raised that the initial concept behind the employment land at Wynyard Park was to provide jobs rather than housing. Some responses considered that the Wynyard Park and land east of Wynyard village sites would conflict with this growth.

Policy H1k - Wynyard Masterplan

- 1. The Council will prepare a comprehensive masterplan for Wynyard settlement, which will be adopted as a Supplementary Planning Document. This masterplan will set out the design standards and phasing of future development in the area.**
- 2. The masterplan will maintain the original high-quality vision of a low-density settlement in a rural area. The masterplan will promote:**
 - **The creation of a public rights of way network which provides direct, attractive and safe pedestrian and cycle routes, internally within Wynyard, and externally to the conurbation and the wider countryside**
 - **Attractive segregated pedestrian and cycling crossing points over the A689**
 - **An integrated green infrastructure network throughout Wynyard;**
 - **Additional tree planting, landscaping and biodiversity improvements in the Wynyard area,**
 - **Facilities to meet the local needs of residents and employees, including:**
 - **Education facilities**
 - **Publicly accessible open space**
 - **A new neighbourhood centre at Wynyard Park**
 - **Other small-scale ancillary community facilities.**
 - **The management and maintenance of Wynyard Hall, the Parkland of Special Historic Interest and any other heritage asset in the area.**
- 3. The Council will not support proposals for major town centre uses at Wynyard**

Policy H1l - Wynyard Village

- 1. 30 ha of land is allocated for a western extension to Wynyard Village incorporating up to 300 dwellings. Development proposals will be expected to:**
 - be designed to deliver a low density housing development in a woodland setting;
 - deliver an executive housing scheme with a smaller proportion of mid-range family homes;
 - be subject to a phasing plan
 - provide contributions to cross-fund social, environmental and physical infrastructure in Wynyard;
 - provide contributions for affordable housing to be delivered off-site;
 - provide replacement planting to mitigate any loss of tree cover at Black Squares Plantation
 - Respond positively to the context and setting of the registered historic park and be accompanied by a heritage impact assessment;
 - Contribute to the sustainability of the heritage asset Wynyard Hall and its parkland of special historic interest. Support will be given to proposals where they better reveal, sustain and enhance this nationally important heritage asset.
- 2. The Council will undertake work to consider whether a character area should be defined within Wynyard village. This would protect areas which are characterised by their low density setting. This policy will be included in Policy HE2 - Character Areas.**

Policy H1m - Wynyard Park

- 1. 45 ha at Wynyard Park for up to 1000 dwellings, which will form part of a mixed use development, that will also deliver 70 hectares of land for prestige employment uses.**
- 2. Development proposals at Wynyard Park will be expected to:**
 - provide mid-range family homes set in a low density parkland setting;
 - be subject to a phasing plan
 - be designed to complement existing and future business investment at Wynyard Park;
 - contribute to the delivery of infrastructure to deliver employment land development at Wynyard Park

Reasoned justification

- 8.121 The Council is promoting up to 1,300 houses in the Wynyard area in total. Up to 1,000 dwellings will be located on the Wynyard Park site to the north of the A689. This site benefits from an employment land allocation and detailed planning consents, the development of this greenfield site has already been established.
- 8.122 Wynyard Park is also recognised as a Key Employment Location, which is of importance to the whole of the North East region. Concerns have been raised that the scale of employment land development at Wynyard Park will not be realised due to the impact the proposal will have on the A19 junction with the A689. The Council accepts that it is necessary to restructure planning consents at Wynyard Park, in order to maximise the delivery of employment opportunities at the Key Employment Location.
- 8.123 Restructuring these permissions provides an opportunity to re-evaluate development proposals at the site, provide appropriate mitigation measures, and ensure that they are complementary with the offer of the Tees Valley City regions town centres and regeneration schemes.
- 8.124 The Council accepts that the planning consents at Wynyard Park can only be restructured by de-allocating part of the employment land at the site. It is considered that the most appropriate alternative use for the area, which could deliver restructuring of the consent, would be residential development.
- 8.125 Whilst this is a substantial de-allocation, it is important to note that not all of the employment land is to be lost and the Council will still meet the 70-hectares land requirement set out in the adopted Core Strategy for the Key Employment Location. This issue is discussed in greater detail under Regeneration and Environment LDD Policy EMP3 - Key Employment at Wynyard Park.
- 8.126 In order to deliver the housing developments at Wynyard in a co-ordinated manner the Council will prepare a masterplan which will be adopted as a Supplementary Planning Document. The following policies, along with relevant policies within the adopted Core Strategy and the remainder of this document, will be the basis for this masterplan.
- 8.127 The scale of the housing development, when coupled with the existing and proposed residential development at Wynyard village, will lead to the area growing above it's current 'village' status in to a new settlement.
- 8.128 The Council recognises that Wynyard is deficient in a number of local services. The expanded population across the settlement will require additional highways, social and environmental infrastructure facilities throughout Wynyard. It is envisaged that although it will provide

infrastructure, the housing site to the north of the A689 will not be able to fund all of these facilities alone. In order to deliver the infrastructure to support existing and proposed residents an appropriately designed extension to Wynyard village will provide an opportunity to cross-fund new facilities to meet existing deficiencies in the area for the benefit of the community.

- 8.129 The expansion of residential development at Wynyard should aspire to achieve a sustainable residential community and mitigate any issues that may arise from the development. The principle concerns are that housing in these areas deliver the required infrastructure and are managed in phases in order to minimise the impact the supply of new housing may have on existing housing markets.
- 8.130 Given the scale of development at Wynyard Park, the Council envisages that the type of housing which will be located in the area will be mid-range family homes. These properties should be a mixture of size and should be consistent with Regeneration and Environment LDD Policy H3 including the requirement for affordable housing.
- 8.131 The site at Wynyard Park is also divorced from the existing village by employment development and the A689. The Council will seek appropriate pedestrian and cycling connections to ensure that the site is linked to the existing residential areas.
- 8.132 The western extension to Wynyard Village is better related to the existing village and it is considered that this could primarily provide an additional supply of low-density executive housing at the site. Given the demand for this type of property, the Council will seek a restrictive release of these properties. Unlike the Wynyard Park site this area is further away from the job opportunities on offer in Wynyard Park and other services. It is therefore considered that affordable housing related to this site should be provided off-site.
- 8.133 This policy will be the back-bone of a masterplan which will be adopted as a Supplementary Planning Document (SPD). The policy therefore prescribes the areas which will be development sites and sets out the key considerations to be taken account of in the SPD. The masterplan SPD will also detail the phasing and infrastructure funding to deliver the development released at Wynyard.

Sustainability Appraisal Summary

- 8.134 The Sustainability Appraisal identified that the development of Wynyard for housing (Policies H1l and H1m) leads to some uncertainty when considered against the Sustainability Objectives that relate to climate change, environmental limits and sustainable transport. This is because Wynyard is currently considered to be an unsustainable settlement. However, the masterplan provides for a public rights of way network, improved pedestrian and cycle access across the A689, to

provide greater links between the residential and employment areas of Wynyard, and the provision of services and facilities to improve the sustainability of the settlement. No conflicts were identified between the Wynyard policies and the Sustainability Objectives within the Sustainability Appraisal.

Housing Mix and Affordable Housing Provision

Policy H3 - Housing Mix and Affordable Housing provision

- 1. Sustainable residential communities will be created by requiring developers to provide a mix and balance of good quality housing of all types and tenure in line with the TVSHMA.**
- 2. A more balanced mix of housing types will be required. In particular:**
 - Proposals for 2 and 3-bedroomed bungalows will be supported throughout the Borough and bungalows will be an important part of the housing mix on sites providing a range of house types;**
 - Executive housing will be supported in Wynyard and as part of housing schemes offering a range of housing types, particularly in Yarm, Preston and Eaglescliffe;**
 - In the Core Area, the focus will be on town houses and other high density properties.**
- 3. Developers will be expected to achieve an average density range of 30 to 50 dwellings per hectare in the Core Area and in other locations with good transport links. In locations with a particularly high level of public transport accessibility, such as Stockton, Billingham and Thornaby town centres, higher densities may be appropriate subject to considerations of character. In other locations such as parts of Yarm, Eaglescliffe and Norton, which are characterised by mature dwellings and large gardens, a density lower than 30 dwellings per hectare may be appropriate. Lower density will also be appropriate in Wynyard. Higher density development will not be appropriate in Ingleby Barwick.**
- 4. The average annual target for the delivery of affordable housing is 110 affordable homes per year during the plan period. This target is a minimum, not a ceiling.**
- 5. Affordable housing provision within a target range of 15-20% will be required on schemes of 15 dwellings or more and on development sites of 0.5 hectares or more. Affordable housing provision at a rate lower than the standard target will only be acceptable where robust justification is provided. This must demonstrate that provision at the standard target would make the development economically unviable.**
- 6. Off-site provision or financial contributions instead of on-site provision may be made in exceptional circumstances where the**

Council considers that there is robust evidence that the achievement of mixed communities is better served by making provision elsewhere.

- 7. The mix of affordable housing to be provided will be 30% intermediate and 70% affordable rented tenures with a high priority accorded to the delivery of two and three bedroom houses and bungalows. Affordable housing provision with a tenure mix different from the standard target will only be acceptable where robust justification is provided. This must demonstrate either that provision at the standard target would make the development economically unviable or that the resultant tenure mix would be detrimental to the achievement of sustainable, mixed communities.**
- 8. Affordable dwellings must achieve at least the minimum standards set out in the Housing Corporations Design and Quality Standards (2007) or their equivalent if the Homes and Communities Agency issues revised standards**
- 9. Where a development site is sub-divided into separate development parcels below the affordable housing threshold, the developer will be required to make a proportionate affordable housing contribution.**
- 10. The requirement for affordable housing in the rural parts of the Borough has been identified through detailed assessments of rural housing need. The requirement will be met through the delivery of a 'rural exception' site or sites for people in identified housing need with a local connection. These homes will be affordable in perpetuity. Planning applications for rural exception sites should be supported by robust evidence of deliverability.**
- 11. The Council will support proposals that address the requirements of vulnerable and special needs groups consistent with the spatial strategy.**
- 12. Major planning applications for student accommodation will have to demonstrate how they will meet a proven need for the development, are compatible with wider social and economic regeneration objectives, and are conveniently located for access to the University and local facilities.**
- 13. The Borough's existing housing stock will be renovated and improved where it is sustainable and viable to do so and the surrounding residential environment will be enhanced.**
- 14. In consultation with local communities, options will be considered for demolition and redevelopment of obsolete and unsustainable stock that does not meet local housing need and aspirations.**

Justification

- 8.135 Providing a good mix of dwelling types, including provision for the needs of more vulnerable households, is vital to the 'Improve our housing' ambition of the Sustainable Community Strategy, and the TVSHMA 2012 provides the evidence base for this.
- 8.136 The TVSHMA 2012 does not identify a need for high density housing types in the Core Area. However, higher density housing types will encourage a vibrant, lively and energetic Core Area.
- 8.137 The TVSHMA 2012 findings show there is a strong expectation of moving to bungalows amongst older person households. National research (Housing Choices and Aspirations of Older People: Research from the New Horizons Programme – February 2008) has found that older people generally felt that bungalows were the type of housing that worked best for them and that a minimum of two bedrooms was seen as essential.
- 8.138 The evidence collated for the TVSHMA 2012 has highlighted that a need and demand for executive housing exists in the Tees Valley. The Borough has a diverse existing executive housing offer. This includes some modern executive housing developments in parts of Ingleby Barwick, Yarm and Eaglescliffe. It also includes some large mature dwellings in Norton, Hartburn, Thornaby, Yarm and Eaglescliffe that are both an important part of the housing offer and which contribute to local distinctiveness. The Borough also shares (with Hartlepool Borough) the cross-boundary Wynyard development (a large predominately executive housing development). It is important that meeting the demand for executive housing is not at the expense of achieving sustainable, mixed communities and that the retention of existing housing that is part of the executive housing offer is supported.
- 8.139 Analysis of general market supply and demand suggests that the open market is generally balanced but there is some particular requirement such as bungalows, 4+ bedroom and detached properties.
- 8.140 The approach to housing densities seeks to balance the desirability of achieving densities that can support local shops and services with the need to respect existing character where this makes a valuable contribution to local distinctiveness and achieving this balance will be a key priority for the Borough. Specific locations where development of a lower density than 30 dwellings per hectare may be appropriate have been identified through character assessment and are detailed in Regeneration and Environment LDD Policy HE2 - Character Areas.
- 8.141 The importance attached to the provision of affordable housing and the inappropriateness of high density flatted developments in parts of Yarm and Eaglescliffe and in Norton (for example Junction Road) was a

particular theme from consultation with the Local Strategic Partnership Boards.

- 8.142 The capacity of the road network in the Ingleby Barwick area is under strain. Options to mitigate this are being explored but high-density development would increase the car trips generated by the build-out of the remainder of the Village 6 and thereby exacerbate the difficulty of achieving satisfactory mitigation measures.
- 8.143 Viability work has been undertaken to establish the realistic level at which affordable housing can be achieved. The key finding of this work is that 15-20% is achievable during positive market conditions. An affordable housing target range of 15-20% has therefore been set. The Council is mindful that market conditions have fluctuated since the benchmark of late 2007 for the policy. The policy will therefore be applied with a flexibility that is sensitive to the market conditions prevailing at the time the planning application is submitted.
- 8.144 The Planning Obligations SPD will be updated to be consistent with the 15-20% target and with technical work to determine affordability thresholds for intermediate affordable housing.
- 8.145 Achieving the targets for affordable homes will also be important. The annual housing requirement in Regeneration and Environment LDD Policy SP2 - The Spatial Strategy, for all tenure types is about 555 dwellings per year. The TVSHMA 2012 shows an annual affordable housing requirement of 560 dwellings. However, it is clearly not realistic to set an affordable housing target at around the same level as the total housing requirement for all tenure types.
- 8.146 Housing trajectory work shows that an annual target of 100 affordable dwellings is achievable as an average over the lifetime of the plan. The affordable housing requirement is a 15 to 20% on schemes of 15 dwellings or more. The total projected yield from proposed allocations during the plan period is about 5770 dwellings. Assuming that they provide affordable housing at 20% would provide an affordable housing yield of about 1150 dwellings. Averaging this across the plan period is about 75 dwellings per year. Existing affordable housing commitments total about 500 dwellings but about 150 of these are expected to be delivered before the plan period starts. The existing national affordable Housing Programme covers the period 2011 to 2015 and accounts for about 200 of the existing affordable housing commitments. Assuming this programme is renewed after 2015 this should support some future affordable housing commitments. On balance therefore a target of 100 affordable homes a year is realistic.
- 8.147 Any development proposal, that does not accord with the standard affordable housing target or with the tenure mix for affordable housing will need to be supported by a financial appraisal. The Council will arrange for this to be independently assessed to determine whether it

meets the test of robust justification. Guidance explicitly setting out what is meant by 'robust justification' is included in this LDD (see Appendix 5: Housing Viability Guidance Note).

- 8.148 The TVSHMA 2012 has recommended an indicative target of 30% of new affordable housing to be intermediate tenure.
- 8.149 The Council needs to retain the flexibility to take differing local circumstances into account. For example, in some areas there is already a high proportion of affordable-rented stock so it may be appropriate to consider a lower proportion of affordable rented tenure than 70% in these locations.
- 8.150 The TVSHMA 2012 shows a need for two and three-bedroom affordable dwellings. The Council's Housing Strategy Team has advised that one bedroom affordable properties are not viable in the longer term due to the reluctance of the Homes and Communities Agency to fund them and the lack of flexibility of this type of property in relation to the Lifetime Homes standards.
- 8.151 Financial contributions instead of on-site provision may also be used (in addition to funding new affordable housing provision) to deliver the Council's affordable housing requirements across the Borough. This may include for example:
- The refurbishment of existing affordable housing stock;
 - The purchase and refurbishment of private sector stock for conversion to affordable housing stock;
 - Bringing vacant upper floors above shops into use as affordable living accommodation;
 - Contributing to the Council's equity loan scheme to assist first-time buyers to gain access to the housing market (residents who without this assistance would not be in a position to do so).
- 8.152 The Council is seeking to maximise the amount of affordable housing provided and therefore, sites need to be sensibly planned as a whole rather than come forward in a piecemeal manner.
- 8.153 The need for rural affordable housing has been identified through the Stockton-on-Tees 2010 Rural Housing Needs Assessment. The TVSHMA 2012 also includes an assessment of rural housing need. This will be met through rural exception sites. A rural exception site is a small site in a small rural community that meets a genuine and proven need specifically for affordable housing. Such a site may be in a location that the Council would regard as inappropriate for general market housing and will always be within, or immediately adjacent and well-related to, an existing village. Any proposed rural exception sites will be associated with villages with access to services and facilities by sustainable means. Deliverability is a key feature of a rural exception site. Robust evidence of deliverability should include confirmation of a

commercial agreement between the landowner and a Registered Provider.

- 8.154 Queen's Campus, which is part of Durham University, is located on Teesdale, south of the River Tees. There are around 2000 students based here. The University is of key strategic importance to the Borough, and it is important that the need for student accommodation is satisfied, but only in appropriate locations, which have good access to both the educational establishments they serve and to local facilities such as shops, to be in accordance with the wider sustainability objectives of the Core Strategy. Furthermore, it must be ensured that these developments are compatible with the character of the area, and do not impact on the amenity of neighbouring developments. The overall number of applications for student accommodation has increased recently, and the Council wishes to avoid an oversupply of provision.
- 8.155 Demolition and the provision of replacement housing that meets the needs and aspirations of the area may be the most positive option where housing is obsolete or it is unsustainable to bring poor quality housing up to a decent standard. This is consistent with the Sustainable Community Strategy, which states that the Council will be creative and innovative in its approach, demolishing where necessary, updating and rebuilding where appropriate to improve the housing market in the Borough.

Sustainability Appraisal Summary

- 8.156 Policy H3 relates to the provision of affordable housing and the mix of housing within the Borough. As a result, there are a number of occasions where there is a positive relationship with a Sustainability Objective. The policy has no conflicts, however, and will lead to the provision of housing to support the needs of the Borough's population.

Care Homes and Housing for Older People

- 8.157 This policy seeks to ensure that the appropriate type of development is provided to meet the housing needs and aspirations of older people within the Borough.

You Told Us

- 8.158 The issue of care homes and housing for older people was not raised within the Regeneration DPD Issues and Options report or consultation.

Policy H4 - Care Homes and Housing for Older People

- 1. Proposals for care homes or housing for older people will be acceptable where they will directly address a proven local need. Proposals should meet the current and future housing aspirations of older people.**
- 2. Developers will discuss prospective schemes with the Council's adult social care commissioners in order to ensure that they address a local need and meet the current and future housing aspirations of older people, based on the most up-to-date information available.**
- 3. All housing developments for older people should be in locations where services and facilities are accessible to residents.**
- 4. Where Extra Care Housing Schemes have on-site A1/A3 uses, they must always remain ancillary to the main development. Any proposed ancillary facilities should ensure they are, of an appropriate scale in relation to the whole development, included within the built form of the overall scheme and have limited frontages, primarily be intended to meet the specific needs of tenants, have appropriate hours of operation and the type of facilities should have reference to those that already exist in the local area.**

Reasoned Justification

Population Statistics

8.159 The population within the Borough has an increasing life expectancy as a result of improved lifestyles, diets, and medical advancements. This situation must be planned for now, so that the borough's homes and neighbourhoods are suitable for the rising number of older people.

8.160 Population projections by the Office for National Statistics (ONS, 2006) indicates that the older population in the Borough (60+) is expected to rise from 20% of the population in 2006 to 28.7% in 2031 (this equates to a rise from 37,800 to 63,500 people). The increase in the older population is expected to be greatest in the age group 75+.

Housing Options

8.161 Housing, Care and Support for Older People in Stockton-on-Tees (2005) identifies that specialist accommodation for older people in the Borough is being planned in two, or even three, largely separate systems, as illustrated below. However, the evolution of extra care housing is bridging this gap.

Secondary
Health Care

Care Home/Social Care

Housing

Acute care Non acute rehabilitation	Short Stay Discharge support Transitional Respite	Long Stay Care homes and care homes with nursing	Sheltered Housing Extra Care
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Current Provision

8.162 At present, the Borough has a significant number of care homes that vary in the level and type of care and nursing they provide. The current provision is able to provide adequate levels of accommodation to meet the needs of the borough at present in most places and there is a surplus of care home beds without nursing. There are also a number of sheltered housing schemes across the borough, offering a range of facilities and settings, along with 3 local authority extra care schemes. The Council also has ambitions to develop further extra care units in the Borough, when there is a proven need.

8.163 The Council regularly monitors the supply of provision within care homes and the vacancy rate. Current information (June 2012) identifies a 20% vacancy rate, which combined with the lower aspiration for this type of provision means that admitting clients to care homes will generally be resisted.

Housing Aspirations

8.164 Evidence within the TVSHMA 2012 indicated that most older people wanted to stay in their own home and for it to be adapted when necessary.

8.165 Whilst many older people wish to stay in their own home and for it to be adapted when necessary, this is not the preference or indeed the option for all older people. National research (Housing Choices and Aspirations of Older People: Research from the New Horizons Programme – February 2008), captured the experiences, views and aspirations of older people and those who will be retiring over the coming decade and a half. The report identifies:

- that people generally had very low opinion of care homes;
- sheltered housing provides a role for sections of the older community; and
- very few people had heard of extra care housing, although some had heard of retirement communities and villages, usually through media reports.

Ancillary uses in Extra Care Housing Schemes

8.166 Extra care housing schemes often have a range of on-site facilities that serve as important venues for social interaction, between residents and the community. These may include shops, restaurants, hairdressers and beauty salons. In order to comply with planning policy it is

essential that any on-site facilities included in an Extra Care Housing Scheme are ancillary to the overall scheme. The ancillary nature of the facilities will have to be assessed through the planning application; the suitability of a facility to be classed as ancillary is not clear-cut and is rather a matter of fact and degree.

Sustainability Appraisal Summary

8.167 Policy H4 requires that care homes and housing for older people is located to ensure access to local services and that they address a local need. As a result, the policy performs positively against the Sustainability Objectives relating to climate change, environmental limits, improving health and well being, sustainable communities and sustainable transport. No conflicts or uncertainties were identified.

Monitoring and Implementation

Monitoring Indicators	
New indicator	% of applications approved for housing for older people which had support from the Councils Housing Strategy and Adult Services Teams.

Implementation Plan	
Lead Agency	Implementation Framework
SBC	Determining planning applications
Private Developers	Implementation of planning permissions

9. Environmental Protection and Enhancement

Introduction

- 9.1 Improving the local environment and quality of places across the Borough is a key strand in the Sustainable Community Strategy, under the theme of Environment, Housing and Neighbourhoods. Improving the built and natural environment was seen as a key issue for many of those responding to consultations. Protecting and enhancing green infrastructure is a priority, including the Borough's parks, greenspaces, countryside and other assets such as water bodies and trees. These are important resources for sport, play, culture and biodiversity. They will also help the Borough adapt to climate change, improve people's health and well-being, and contribute to future economic regeneration. The rural environment is equally important, both contributing to the economy of the area and providing a pleasant setting to the conurbation, with opportunities for recreation and leisure pursuits.
- 9.2 Core Strategy Policy CS10 'Environmental Protection and Enhancement' provides the overarching policies aimed at improving the local environment and quality of places across the Borough. The policies contained within this section seek to further develop these policies.

Green Infrastructure & Urban Open Space

Green Infrastructure

Introduction

- 9.3 There are numerous definitions of Green Infrastructure. However, in short, Green Infrastructure is an interconnected network of open spaces, water bodies and environmental features, and the natural systems that these support. Green Infrastructure performs many different functions and delivers multiple benefits. It should be planned and managed in an integrated way, at different spatial scales from the local neighbourhood level up to the strategic Tees Valley scale.
- 9.4 Green infrastructure provision should form an integral part of the investment plans and strategies of those agencies with a remit for the planning and delivery of growth, sustainable development, and environmental management. At the neighbourhood scale local communities should also be given opportunities to play an active role in the development and management of green infrastructure.

Issues and Options: You Told Us

- 9.5 The Environment DPD Issues and Options outlined an Overarching Approach to the report covering Green Infrastructure and Climate Change. The Issues and Options document discussed the definition of Green Infrastructure, content of the Tees Valley and Stockton-on-Tees Green Infrastructure Strategies as well as documenting the Council's approach to mitigating and adapting to climate change.
- 9.6 Support for the Overarching Approach to Green Infrastructure and Climate Change was received from the Tees Valley Biodiversity Partnership and Natural England. No specific options were provided within the Issues and Options report regarding the Overarching Approach to Green Infrastructure and Climate Change as these were seen as guiding principles intended to highlight the importance throughout the remainder of the themes.
- 9.7 As the Environment DPD has been combined with the Regeneration DPD it is considered appropriate for Green Infrastructure to sit as the principal policy within this section of the report.
- 9.8 With regards to climate change the Environment DPD Issues and Options report identified how policies within the LDF (principally Core Strategy policies CS1, 2, 3 & 10) have a key role in making a positive contribution towards reducing the threat of climate change. Green infrastructure plays a vital role in adapting to and mitigating the impacts of climate change and this brings climate change; with other sections of this LDD providing more detail on Core Strategy policies.

Policy ENV1 - Green Infrastructure

- 1. To deliver a strategic approach to Green Infrastructure, the Council will support development which protects and enhances the Green Infrastructure network.**
- 2. The Council expects all development that will result in the loss of existing green infrastructure to be replaced by green infrastructure considered to be of equal or greater value than that which will be lost.**
- 3. Development proposals should retain and enhance:**
 - existing landscaping and natural and semi-natural features on site, for example woodland, trees, hedgerows, ponds, watercourses, geological features**
 - existing cycleways, footpaths and bridleways, improving connectivity and creating enhanced environmental settings for these routes.**
- 4. The Council will require developers to include details of new hard and soft landscaping and illustrate how the development will be**

satisfactorily integrated into the surrounding area and improve the Green Infrastructure network.

Reasoned Justification

- 9.9 Core Strategy Policy CS10 states that 'joint working with partners and developers will ensure the successful creation of an integrated network of green infrastructure'. Regeneration and Environment LDD Policy ENV1 outlines how this responsibility will be taken forward to ensure that development proposals respect and, where opportunities arise enhance the green infrastructure resource and network within the Borough.
- 9.10 The following are the individual 'components' or 'assets' which make up the overall green infrastructure network:
- Amenity space
 - Green corridors
 - Brownfield sites
 - Industrial and commercial sites
 - Urban parks
 - Country parks
 - Historic parks and gardens
 - Village greens
 - Public and private gardens
 - Nature reserves
 - Natural and semi-natural habitats
 - Trees and woodlands
 - Rivers, streams and other water bodies
 - Outdoor sports pitches and playing fields
 - Children's play spaces
 - Cemeteries and churchyards
 - Allotments and community gardens
 - Orchards
 - Farmland
 - Green roofs and walls
 - Cycleways, footpaths and bridleways
 - Archaeological sites and other heritage features
 - Civic spaces/public realm
- 9.11 Stockton-on-Tees Green Infrastructure Strategy was adopted in 2011. The strategy identifies ten broad themes or 'Strategic Objectives' which will be addressed through the future development and on-going management of the Borough's green infrastructure:
- (a) Promoting regeneration
 - (b) Addressing the impacts of climate change
 - (c) Improving health and well-being
 - (d) Promoting leisure and tourism

- (e) Promoting active & sustainable travel
- (f) Increasing biodiversity & conserving other natural resources
- (g) Enhancing landscape and the historic environment
- (h) Producing food and renewable energy
- (i) Promoting awareness and lifelong learning
- (j) Making places safe, welcoming and accessible

9.12 The strategy highlights the existing green infrastructure assets which are significant at the Tees Valley or Borough-scale. This includes major landscape features such as urban green wedges and river corridors, and 'destination sites' such as urban country parks and wildlife sites. These major green infrastructure components form the basis for the Borough's existing green infrastructure network which incorporates:

- Primary Green Infrastructure Corridors: nine corridors identified within the Tees Valley Green Infrastructure Strategy. These corridors extend beyond the Borough boundary.
- Secondary Green Infrastructure Corridors: thirteen corridors identified as part of the Stockton-on-Tees Green Infrastructure Strategy

9.13 These corridors are shown within Appendix 8 (Stockton-on-Tees Borough Green Infrastructure Network) of this report.

9.14 The Stockton-on-Tees Green Infrastructure Strategy recognises neighbourhood-scale green infrastructure networks as being important. This third tier of green infrastructure is termed 'Green Grid' and comprises local networks of public open space, street trees and other landscape features. The way these networks are managed will make a major contribution to the overall aims of the Stockton-on-Tees Green Infrastructure Strategy, complimenting investment in the primary and secondary green infrastructure network.

9.15 It is possible to identify, plan and manage these 'Green Grid' networks. This could form part a neighbourhood or village plan or a new development proposal.

9.16 Cycleways, footpaths and bridleways form an essential part of the Borough's Green Infrastructure. The Stockton-on-Tees 'Rights of Way Improvement Plan 2008-2018' has been prepared in accordance with the Countryside and Rights of Way Act 2000. The plan identifies the current issues affecting the use, management and maintenance of the local rights of way network and the actions Stockton Council proposes to undertake both on its own and in partnership with others in order to improve that network towards meeting the needs of all members of the community over the next 10 years.

Sustainability Appraisal Summary

- 9.17 Policy ENV1 seeks to protect and enhance the green infrastructure in the Borough and is, therefore, compatible with a number of Sustainability Objectives. The Sustainability Appraisal identified that there was no significant relationship between the policy and the economy, employment and education related Sustainability Objectives but no conflicts were identified.

Urban Open Space & Local Green Space

Policy ENV2 - Urban Open Space And Local Green Space

- 1. The Council will support development on Urban Open Space where it would enhance the sporting, recreational, or nature conservation value of the land and retain or enhance the openness and amenity value of the site.**
- 2. The Council will not support proposals for development on Local Green Space except in very special circumstances.**

- 9.18 Core Strategy Policy CS10 seeks to ensure that the 'quality of the urban environment, will be maintained through the protection and enhancement of the openness and amenity value of... urban open space and play space'. Urban open space forms an essential part of the Borough's green infrastructure and provides an important contribution to amenity within settlements. The larger areas of urban open space are shown on the Policies Map and should generally be protected from development.
- 9.19 The NPPF seeks to enable local communities through local and neighbourhood plans to identify, for special protection, green areas of particular importance to them. By designating land as Local Green Space local communities will be able to rule out new development other than in very exceptional circumstances.
- 9.20 The NPPF identifies that local policy for managing development within Local Green Space should be consistent with policy for Green Belt. The NPPF at paragraphs 89 and 90 identifies those developments which are exceptions within the Green Belt.
- 9.21 It is essential that any spaces designated are capable of enduring beyond the end of the plan period and meet the criteria for designation within the NPPF, which states that the designation should only be used:
- where the green space is in reasonably close proximity to a centre of population or urban area
 - where the green area is demonstrably special to a local community and holds a particular local significance because of its beauty,

historic importance, recreational value, tranquillity or richness of its wildlife

- where the green area concerned is local in character and is not an extensive tract of land; and
- if the designation does not overlap with Green Belt.

9.22 What are considered to be the most important Local Green Spaces have been designated within this preferred options document. However, this does not restrict local communities from suggesting additional Local Green Spaces to be included within this document or indeed designating further spaces within neighbourhood plans.

Sustainability Appraisal Summary

9.23 Policy ENV2 seeks to retain or enhance the openness or amenity value of Urban Open Space and Local Green Space and is, therefore, compatible with a number of Sustainability Objectives. The Sustainability Appraisal identified that there was no significant relationship between the policy and the economy, employment and education related Sustainability Objectives but no conflicts were identified.

Natural Environment

Introduction

9.24 Improving the natural environment across the Borough is a key strand in the Sustainable Community Strategy. Core Strategy Policy CS10 'Environmental Protection and Enhancement' sets out the overarching strategic policies with regards to the protection and enhancement of the natural environment. CS10 points 4 and 5 state:

'The integrity of designated sites will be protected and enhanced, and the biodiversity and geodiversity of sites of local interest improved in accordance with Planning Policy Statement 9: Biodiversity and Geological Conservation, ODPM Circular 06/2005 (also known as DEFRA Circular 01/2005) and the Habitats Regulations.

Habitats will be created and managed in line with objectives of the Tees Valley Biodiversity Action Plan as part of development, and linked to existing wildlife corridors wherever possible.'

9.25 The purpose of this section of the Regeneration and Environment LDD is to provide site specific designations and policies which add more detail to the strategic policies set out in the Core Strategy.

Stockton's Natural Environment

9.26 Stockton has a rich and diverse natural environment. The Borough contains numerous designated sites of international, national and local importance which form an essential part of the Green Infrastructure

resource. There is the potential for conflict between the natural environment and current/future land uses. Therefore, it is essential that the LDF satisfactorily manages development to ensure it does not harm the natural environment and where possible enhances it.

9.27 Specific designated sites within the borough include:

- **Sites of International Importance-** Teesmouth and Cleveland Coast Special Protection Area (SPA) and Ramsar site
- **Sites of National Importance**
 - Sites of Special Scientific Interest (SSSI):
 - i) Seal Sands
 - ii) Cowpen Marsh
 - iii) Whitton Bridge Pasture
 - iv) Briarcroft Pasture
 - v) Tees and Hartlepool Foreshore and Wetlands
 - vi) Teesmouth National Nature Reserve (NNR)
- **Sites of Local Importance**
 - Country Parks:
 - i) Wynyard Woodland Park, Thorpe Thewles
 - ii) Billingham Beck Valley Country Park
 - iii) Cowpen Bewley Woodland Park
 - Local Nature Reserves (LNR):
 - i) Bassleton Woods and the Holmes, Thornaby
 - ii) Barwick Pond, Ingleby Barwick
 - iii) Black Bobby's Field, Thornaby
 - iv) Billingham Beck Valley Country Park
 - v) Charlton's Pond, Billingham
 - vi) Greenvale, Stockton
 - vii) Hardwick Dene and Elm Tree Wood, Stockton
 - viii) Norton Marsh, Stockton
 - ix) Quarry Wood, Eaglescliffe
 - x) Stillington Forest Park
 - xi) Thorpe Wood, near Thorpe Thewles
 - Tees Valley Wildlife Trust Nature Reserves
 - Local Wildlife and Geodiversity Sites- 57 sites
- Other sites include:
 - i) Portrack Marsh
 - ii) Maze Park (part of which extends into Middlesbrough)
 - iii) Bowesfield Nature Reserve
 - iv) Preston Farm Wetlands
 - v) Gravel Hole
 - vi) Saltholme Wildlife Reserve and Discovery Park
 - vii) Coatham Wood
 - viii) Honey Pot Wood

9.28 Collectively these designated and non-designated sites incorporate a wide range of valuable wildlife habitats. Many are also accessible to

the public, with the Borough's country parks and nature reserves in particular offering opportunities for outdoor recreation and education.

- 9.29 The most significant new development has been the creation of Saltholme Wildlife reserve and Discovery Park. Opened in 2009 the site covers some 380 hectares of former industrial land and comprises a great variety of wildlife habitats including reedbeds wet grasslands and lakes. Saltholme attracts a vast array of birds and other wildlife, including the third largest common tern colony in England. It has a new state-of-the-art visitor centre and a series of trails extending across and linking to a series of bird hides. Meanwhile Tees Valley Wildlife Trust has created new nature reserves alongside the river Tees near Bowesfield, and Stockton Council has delivered improvements to many of its nature reserves and country parks.
- 9.30 Trees and Woodland form an essential part of the natural environment helping to mitigate against climate change (carbon sinks), improving air quality and quality of life. In total there are 360 hectares of woodland within the Borough, including some large areas of mature woodland around Wynyard and in the Leven Valley.
- 9.31 Particularly important are those areas of semi-natural ancient woodland: areas that have been continually wooded since at least AD1600. These form an irreplaceable asset owing to their contribution to the landscape, their historic form, and their nature conservation value. By contrast some large new woodlands have been planted in recent years, including Cowpen Bewley Woodland Park and Coatham Wood.

Enhancement and management of the natural environment

- 9.32 It is important that the individual sites listed above are not considered in isolation, but rather that they are viewed as important components of the Borough's green infrastructure network. More specifically they form part of an ecological network which provides a diverse range of habitats which collectively support a wide variety of plant and animal species. Such an ecological network also performs numerous other functions; for example, helping to reduce pollution and flood risk, improving water quality, and contributing to people's health and well-being. Collectively these are sometimes referred to as 'ecosystem services'.
- 9.33 Through the emerging Tees Valley Nature Partnership, and the implementation of the Stockton-on-Tees Green Infrastructure Strategy, partners are working together to enhance ecological networks in rural and urban areas. This includes projects to restore, create and manage habitats on individual sites, including many of the Borough's designated and non-designated wildlife sites. A particular focus is on those priority habitats and species identified in the Tees Valley Biodiversity Action Plan.

- 9.34 In addition there is an increasing emphasis on a landscape-scale approach to the management and enhancement of the natural environment. This involves enlarging, improving and connecting natural habitats to deliver enhanced ecological networks for the benefit of both people and wildlife, and working across a given area to make it easier for people to engage with the natural environment. The North Tees Natural Network is a good example of how this is being achieved, with a number of organisations working together to coordinate the management of a number of different sites in the area east of Billingham and extending out to the Teesmouth, including Saltholme, Teesmouth National Nature Reserve, Cowpen Marsh, Dorman's Pool, the Clarendes Pool, Cowpen Bewley Woodland Park and Charltons Pond.
- 9.35 At a much more local scale several organisations across the Borough are delivering smaller projects to enhance the natural environment, including small-scale habitat creation projects on open spaces, in schools and on business premises. Programmes of tree and woodland planting continue to be an important way of enhancing both urban and rural areas and encouraging community participation.
- 9.36 Under the Marine and Coastal Access Act 2009, 10 new Inshore Fisheries and Conservation districts have been established to replace the 12 existing Sea Fisheries Committees. Stockton-on-Tees Borough is included within the North Eastern Inshore Fisheries and Conservation Authority (ICFA) which will 'lead, champion and manage a sustainable marine environment and inshore fisheries, by successfully securing the right balance between social, environmental and economic benefits to ensure healthy seas, sustainable fisheries and a viable industry'.

Issues and Options: You Told Us

- 9.37 The Environment DPD 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 Policies 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)

You Told Us

- 9.38 Option 2 was the overwhelming preference of respondees to the Issues and Options report. Policies within this theme will be developed inline with this option.
- 9.39 **Question 1-3:** There was a mixed response to question 1 (Is a separate policy was required for each local and regional designation type?) and question 2 (should a criteria-based policy be developed for ancient woodland). The council concur with the response from Tees Valley Biodiversity Steering Group with regards to questions 1 and 2, who suggested that there should be a single policy for local sites and that a separate policy for ancient woodland would not be necessary as they are captured by the criteria for local sites agreed by the Local Sites Partnership. The criteria based policy for local sites as suggested by the Tees Valley Biodiversity Steering Group in their response to question 3 (What should be the content be of the criteria-based policy?) to the Issues and Options report has been taken forward as a preferred option.
- 9.40 **Question 4:** there was support to ensure that policies seek to ensure development is not detrimental to green infrastructure and where possible enhance it. This is encapsulated within the green infrastructure policy of this preferred options document.
- 9.41 **Question 5:** Respondees considered it appropriate for the DPD to state how the commitment to improve various aspects of the natural environment identified in Core Strategy Policy CS10 will be delivered. This will be formulated into policies in the preferred options where appropriate.
- 9.42 **Question 6:** Respondees concurred that the Tees Valley Biodiversity Action Plan (BAP), and the Stockton Green Infrastructure Strategy and Action Plan provide the evidence base for areas of habitat restoration and creation. The Landscape Character Assessment was also identified as having evidence/guidelines for habitat restoration and creation.
- 9.43 **Question 7:** There was support for a separate policy within this theme to protect and support the continued enhancement of RSPB Saltholme. The council concur with the comments received by Tees Valley Biodiversity Steering Group that 'if other policies on biodiversity protection and enhancement are appropriately worded and implemented then a specific policy on Saltholme... should not be required'.
- 9.44 **Question 8:** unanimous support was given for a policy which sought to retain/incorporate significant locally important biodiversity or geological interest within the redevelopment of previously developed sites. A policy to this effect has been included as a preferred option.

- 9.45 **Question 9:** Respondees generally concurred that the DPD should include a policy for the restoration of floodplains and natural watercourses in appropriate locations. The response from Tees Valley Biodiversity Steering Group identified that a separate policy may not be required as this issue could be developed as part of the overarching policy on green infrastructure. This is encapsulated within the green infrastructure policy of this preferred options document
- 9.46 **Question 10:** unanimous support was given for a policy which sought to ensure that new development does not adversely impact air and water quality.

International/National Sites

- 9.47 The most important sites for biodiversity being identified through international conventions and European Directives such as Special Protection Areas (SPAs) and Special Areas of Conservation (SACs) enjoy statutory protection. In Stockton-on-Tees Borough, there is one SPA; the Teesmouth and Cleveland Coast SPA which is situated in the north east of the Borough. The Teesmouth and Cleveland Coast SPA is also designated as a RAMSAR site. Presently there are no SACs within Stockton-on-Tees.
- 9.48 The Teesmouth and Cleveland Coast SPA and RAMSAR site is identified on the Policies Map and enjoys statutory protection under European legislation and the draft Conservation (Natural Habitats) (Amendment) (England and Wales) Regulations 2006.
- 9.49 Sites within the Borough which are of national importance for nature conservation include five Sites of Special Scientific Interest (SSSI) and one National Nature Reserve (NNR).
- SSSI
 - Seal Sands
 - Cowpen Marsh
 - Whitton Bridge Pasture
 - Briarcroft Pasture
 - Tees and Hartlepool Foreshore and Wetlands
 - NNR
 - Teesmouth
- 9.50 These sites are identified on the Policies Map and enjoy statutory protection under the Wildlife and Countryside Act 1981, amended in 1985 and further substantially amended in 2000 (by the Countryside and Rights of Way Act 2000),

Local Sites

Policy ENV3 - Local Sites

- 1. The Council will not support proposals for development on a Local Site, which could destroy or adversely affect, directly or indirectly, unless:**
 - a. It can be clearly demonstrated that the need for the proposal outweighs the need to safeguard the site**
 - b. There is no satisfactory alternative location for the proposal**
- 2. If development is permitted then mitigation or compensatory provision for the lost habitat will be sought. All options should be explored for retaining the most valuable parts of the nature conservation interest as part of the development proposal. Particular consideration should be given to conserving habitats that cannot readily be recreated within a reasonably short timescale, for example ancient woodland and ancient meadows.**

Reasoned Justification

- 9.51 Local Sites also need to be protected from inappropriate development. The NPPF states that Local planning authorities should set criteria based policies against which proposals for any development on or affecting protected wildlife or geodiversity sites or landscape areas will be judged.
- 9.52 Local Sites can be known more specifically as Local Wildlife Sites or Local Geological Sites. They are the non-statutory conservation sites and were previously called Sites of Nature Conservation importance (SNCI) in this area. This policy also covers the 11 sites designated as Local Nature Reserves.
- 9.53 Defra have produced national guidance on the identification, selection and management of Local Sites. The guidance has been produced to ensure that there is a consistent and systematic approach to the selection of Local Sites so that they can be protected and appropriately managed.
- 9.54 The Tees Valley Biodiversity Partnership acts as the Local Sites Partnership in the Tees Valley. The partnership has produced a guidance document for the selection of Local Wildlife Sites in the Tees Valley in response to the Defra (2006) guidance. This guidance is based on local scientifically based knowledge within the partnership. The criteria covers 8 habitat types and 15 species/groups. These criteria will provide information to monitor site condition and set

management objectives for sites. Ancient woodlands are also captured within the criteria for local sites agreed by the Local Sites Partnership.

- 9.55 Based on the 'Guidelines for the Selection of Local Wildlife Sites in the Tees Valley' document the Local Sites Partnership has identified 58 Local Wildlife Sites within the Borough. These sites are located on the Policies Map. These designations will be reviewed throughout the plan period, therefore the Policies Map is only intended to be a guide and any new sites designated will be subject to the above policy.

Sustainability Appraisal Summary

- 9.56 Policy ENV3 Protects Local Sites and their nature conservation interest. As a result the policy is compatible with a number of Sustainability Objectives. The Sustainability Appraisal identified that there was no significant relationship between the policy and the economy, employment and education related Sustainability Objectives but no conflicts were identified.

Development and the Creation of New Habitat

Policy ENV4 - Previously Developed Land, Development And The Creation Of New Habitat

- 1. The council will expect that when proposals for development in previously developed land are submitted, areas of significant biodiversity interest should be identified and, where possible retained and enhanced as part of any development proposal.**
- 2. New development and redevelopment schemes have the opportunity to create new habitat. Proposals should seek to complement and enhance existing habitat, in particular seeking opportunities to improve connectivity with any existing habitat and landscape features.**

Reasoned Justification

- 9.57 Previously developed land can often be rich in biodiversity and form an important refuge for wildlife in an otherwise heavily urbanised landscape. Core Strategy Policy CS10 requires the assessment of the biodiversity and geological conservation value of previously developed sites prior to redevelopment. The NPPF reaffirms this message advising that:

'Planning policies and decisions should encourage the effective use of land by re-using land that has been previously developed (brownfield land), provided that it is not of high environmental value'

- 9.58 The intention of Regeneration and Environment LDD Policy ENV4 is not to prevent any redevelopment or regeneration proposals but to ensure that, where possible, the most important habitats are retained as part of any overall redevelopment scheme. Any development proposal should also have regard to the 'Brownfield Habitat Action Plan', which forms part of the Local Biodiversity Action Plan.
- 9.59 In addition new development and redevelopment schemes have the potential to create new habitat and extend the green infrastructure network. The NPPF states that 'opportunities to incorporate biodiversity in and around developments should be encouraged.'

Air and Water Quality

- 9.60 There are various forms of air quality legislation which focus on the different aspects of air pollution, but each have a common aim:
- To protect human health and the environment.
 - Air quality legislation aims to ensure that pollutant emissions into the atmosphere are not released at concentrations that would seriously damage our health or the environment.
- 9.61 Legislation in the UK includes the Air Quality Strategy, Clean Air Acts and Integrated Pollution Prevention and Control. There are also European Directives that set long-term air quality objectives to be adhered to. European legislation acts as a foundation on which the UK Air Quality Strategy objectives are based.
- 9.62 The Council undertake a full assessment of air quality every three years, with the next review due in 2012. The 2009 review and assessment report showed that all pollution targets had been met and are likely to be met in the future; we therefore do not need to declare any Air Quality Management Areas in the Borough. The Council also work in partnership with the Environment Agency to assess the impact of industrial emissions on the local air quality.
- 9.63 Whilst it is largely the role of DEFRA and the Environment Agency to oversee water policy, it is essential to ensure that new developments are not harmful to water supply and quality (including wastewater infrastructure). Indeed the NPPF states that the planning system should contribute to and enhance the natural and local environment by... preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels... air and water pollution.
- 9.64 Objective 11 of the Core Strategy seeks to improve air and water quality through the reduction of pollution. The Core Strategy seeks to achieve this objective principally through policies CS1 'The Spatial Strategy, CS2 'Sustainable Transport and Travel', CS3 'Sustainable

Living and Climate Change' and CS10 'Environmental Protection and Enhancement.

Sustainability Appraisal Summary

- 9.65 Policy ENV4 Protects areas of significant biodiversity interest and seeks new habitat creation and improvements to existing habitats. The policy is compatible with a number of Sustainability Objectives including those relating to environmental infrastructure, climate change and culture and heritage. The Sustainability Appraisal did not identify any conflicts or areas of uncertainty.

Monitoring and Implementation

Monitoring Indicators	
160-00 (Ex NI 197)	Positive action that has been implemented on the Local Sites in the Local Authority area.

Implementation Plan	
Lead Agency	Implementation Framework
Tees Valley Biodiversity Partnership	

Rural Environment

Introduction

- 9.66 There are a number of villages surrounding the main conurbation of Stockton. The land between these villages and the conurbation has a plethora of uses and is an important resource that should be protected, managed and enhanced for all those who benefit from it.
- 9.67 The level and nature of development in the countryside as well as other changes in the countryside such as the increased equestrian use and changes to agricultural practices is a concern which is widely expressed in many parts of the country. Some of these matters are controllable directly under planning legislation and others are not.
- 9.68 Countryside and environmental protection is sustained in the Core Strategy through Policy CS10 (Environmental Protection and Enhancement), which seeks to maintain the separation between settlements, together with the quality of the urban environment through the protection and enhancement of the openness and amenity value of Strategic Gaps and Green Wedges (which are reflected in the Limits to Development).
- 9.69 Policies identifying what types of development will be supported outside the limits to development and within the green wedge are

provided within the Spatial Strategy section of this LDD. The policies within this section add more detail to the strategic policies within the Spatial Strategy and aim to ensure development is in keeping with its rural setting.

Issues and Options

- 9.70 The Environment DPD 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 which ensures that development is only allowed which is conducive with the 7 individual character areas outlined within the Landscape Character Assessment and Capacity Study.

You Told Us

- 9.71 Option 2 was the overwhelming preference of respondents to the Issues and Options report. Policies within this section will be developed inline with this option.
- 9.72 **Question 14:** respondents identified that policies should seek to protect rural character, safeguard against piecemeal development, support tourism and protect biodiversity. It was also identified by Natural England that a separate policy should be developed regarding landscape character.
- 9.73 **Question 15:** no responses were received regarding topic areas that required specific policies.
- 9.74 **Question 16:** there was support for policies that seek to ensure development in the countryside is not detrimental to green infrastructure and where possible enhance it. This is encapsulated within the green infrastructure policy of this preferred options document.
- 9.75 **Question 17:** support was given to restricting the residential re-use of buildings in the countryside to those associated with tier 1 and 2 villages. Regeneration and Environment LDD Policy SP3 - Limits to Development, restricts residential development outside the limits to development to that essential for farming, forestry or the operation of a rural based enterprise. Therefore, it would be impractical to restrict the re-use of buildings to those associated with tier 1 and 2 villages.
- 9.76 Within the Limits to Development of villages the 'Planning the Future of Rural Villages' study recommends that infill development will be

appropriate within Tiers 1 and 2 but not within Tiers 3 and 4 where residents have a greater reliance on the private car to access facilities.

- 9.77 **Question 18:** respondents were supportive of a policy which sought to steer development away from the most sensitive landscape areas unless unavoidable. Having given this careful consideration it would appear unwise to steer development away from sensitive landscape areas as development could be designed sympathetically and the Capacity Study identifies that 'it is not intended to be used in isolation'. It is important for proposals to be judged on their own merits and the Capacity Study will form part of the decision making process.
- 9.78 **Question 19:** support was given to the production of a policy that protects the best and most versatile agricultural land. The NPPF identifies that '*Local planning authorities should take into account the economic and other benefits of the best and most versatile agricultural land. Where significant development of agricultural land is demonstrated to be necessary, local planning authorities should seek to use areas of poorer quality land in preference to that of a higher quality*'. It is therefore not considered necessary to include a policy within the LDD as national policy provides the framework for considering the development of agricultural land.

Landscape Character

Policy ENV5 - Landscape Character

The Council will support proposals which reflect the local distinctiveness, condition and sensitivity to change of the local character areas as defined in the Tees Lowlands National Character Area and the Stockton-on-Tees Landscape Character Assessment and Capacity Study. Development proposals will be expected to demonstrate that their location, scale, design and materials will protect and where possible, enhance the special qualities and local distinctiveness of the area.

Reasoned Justification

- 9.79 England has been divided into areas with similar landscape character, which are called National Character Areas (NCAs). The boundary of Stockton-on-Tees falls within the Tees Lowlands NCA.
- 9.80 The NCAs are a widely recognised national spatial framework, used for a range of applications. It is important to remember that the boundaries of the NCAs are not precise and that many of the boundaries should be considered as broad zones of transition. NCAs form part of the data gathered for a Landscape Character Assessment (LCA). LCAs provide more detailed descriptions at a local level within NCAs.

- 9.81 The Landscape Character Assessment and Capacity Study for the Borough identifies the varied landscape that exists, assess the character and qualities of the landscape, and where appropriate indicates how it has been influenced in the past to create the varied landscape we see today. The study also provides guidelines for the future management of the landscape and potential landscape conservation measures.
- 9.82 The study identifies 200 land use parcels with assessment of these parcels leading to the following outcomes:
- Landscape Character Assessment- The regional landscape character has been set in the 'Character of England' map produced by The Countryside Agency and Scottish Natural Heritage, which identifies the borough as lying within the Tees Lowland character area. The Landscape Character Assessment report has used the assessments of the land use parcels to inform the definition and refine the identification of 7 local landscape character areas, which is in keeping with the previous LCA carried out in 1992. The character areas are:
 - East Billingham and Teesmouth
 - Wynyard
 - Thorpe Beck Valley
 - West Stockton Rural Fringe
 - River Tees Corridor
 - Yarm Rural Fringe
 - Stainsby Beck
- The report details the landform and drainage pattern, land use, field boundaries and trees, settlements, landscape characteristics as well as the landscape change and condition of these areas.
- Landscape Capacity Study- the land use areas have been assessed by grading the landscape on aspects of sensitivity of individual elements, and aesthetic and visual sensitivity. The resulting landscape capacity rating (of very high, high, medium, low and very low) for each land use area has been mapped.

Sustainability Appraisal Summary

- 9.83 Policy ENV5 protects the character of areas defined within the Tees Lowlands National Character Area and the Stockton-on-Tees Landscape Character Assessment and Capacity Study. The Sustainability Appraisal considered that the policy is compatible with the four Sustainability Objectives that relate to health, environmental infrastructure, sustainable communities and culture and heritage. The policy was not considered that have a significant relationship with the other objectives and no conflicts were identified.

Re-use and Replacement Buildings

Policy ENV6 - Re-Use And Replacement Of Rural Buildings

1. The council will support proposals for the conversion and re-use of rural buildings subject to the following criteria:
 - a. The proposed use can largely be accommodated within the existing building, without significant demolition and rebuilding;
 - b. Any alterations or extensions are limited in scale;
 - c. The proposed use does not result in the fragmentation and/or severance of an agricultural land holding creating a non-viable agricultural unit;
 - d. Any associated outbuildings/structures are of an appropriate design and scale.
2. The re-use of rural buildings is always preferable. However, the council will where appropriate support proposals for a replacement building subject to the following criteria:
 - a. The original building could not be re-used because:
 - The building is structurally unsound (as demonstrated by a structural survey); or
 - It would result in a more acceptable and sustainable form of development.
 - b. The replacement building would not be materially larger than the existing building and it would be appropriate in scale and design to its setting and any neighbouring buildings;

Reasoned Justification

- 9.84 The re-use and replacement of rural buildings adds detail to Regeneration and Environment LDD Policy SP3 - Limits to Development.
- 9.85 In the interests of sustainable development the Council will always seek the re-use of rural buildings where possible, in preference to their replacement. Any grant of planning permission is likely to include a condition preventing the exercise of permitted development rights for extension and/or curtilage buildings.

Sustainability Appraisal Summary

- 9.86 Policy ENV6 supports the re-use of rural buildings and sets criteria for the consideration of replacement buildings. Farm Diversification. The emphasis upon the re-use of a building unless there is a more sustainable form of development results in a positive relationship between the policy and a number of Sustainability Objectives. No areas

of uncertainty or conflict were identified within the Sustainability Appraisal.

Policy ENV7 - Farm Diversification

- 1. The Council will support proposals for retail developments associated with horticultural nurseries or for farm shops where:**
 - a. satisfactory parking and access arrangements are provided in accordance with the volume of traffic likely to be generated by the proposed development, and**
 - b. wherever possible, the retail operation is carried out in an existing building on the farm, and only if this cannot be achieved, then any new building associated with the proposal should be designed and built in character with the adjacent farm buildings and in accordance with other relevant policies, and**
 - c. any associated signage/ advertising does not constitute an intrusive feature in the landscape, and**
 - d. proposals are small in scale and ancillary to the main use of the farm, and**
 - e. the operation does not cause significant harm to a local/neighbourhood centre, a nearby village shop or local amenity; and**
 - f. the goods sold will predominantly (at least 75%) be those produced on site or from other local farms.**
- 2. Any proposals must be accompanied by a comprehensive whole farm diversification plan, which establishes how the proposed changes will assist in retaining the viability of a farm and its agricultural enterprise.**

Reasoned Justification

9.87 The diversification of an existing agricultural enterprise is supported by Regeneration and Environment LDD Policy SP3 - Limits to Development. However, farm diversification schemes should be planned on a comprehensive basis to retain a viable agricultural unit by seeking additional incomes from other sources still related to the countryside. In order to protect the quality and distinctiveness of the local landscape and prevent uncoordinated development in rural areas and the gradual stripping of assets from farms without regard for the on-going viability of the holding. Any proposals for diversification, including their design and layout, should not create the requirement for further development which would be inappropriate in itself. This applies to farms on the fringes of settlements within the Borough as well as more isolated rural agricultural holdings.

Sustainability Appraisal Summary

- 9.88 Policy ENV7 relates to small scale developments within existing working farms and seeks to limit the scale of farm diversification developments. The policy was considered to perform positively when assessed against a number of Sustainability Objectives. There were no conflicts or uncertainties identified within the Sustainability Appraisal.

Equestrian Activity

Policy ENV8 - Equestrian Activity

- 1. Planning applications for stables and equine related development for both private and commercial use will be supported, providing:**
 - a. the proposal should be of a scale and nature appropriate to the character of the site and the ability of the local environment, including the amenity of local residents, to absorb the development;**
 - b. in the case of commercial stables, the development should contribute to the rural economy;**
 - c. the site should be appropriately situated and well screened by landscape features;**
 - d. the siting, design and materials of the buildings and structures should be in keeping with their surroundings;**
 - e. the movement of either horses or vehicles as a result of the development would not prejudice road safety.**

Reasoned Justification

- 9.89 Equestrian activity is supported by Regeneration and Environment LDD Policy SP3 - Limits to Development. Equestrian activities contribute to economic growth in rural areas which the NPPF states that planning policies should support.
- 9.90 The use of agricultural land for the keeping of horses for recreational purposes may constitute a material change of use requiring planning permission dependent upon the particular nature of the use of the land. The keeping of horses in connection with a commercial business use such as a stud farm, livery yard or riding school is likely to require planning permission. It is important to consider carefully proposals for such facilities in order to avoid an unacceptably adverse impact on the character and appearance of the countryside, biodiversity, residential amenity or the highway network.

Sustainability Appraisal Summary

- 9.91 Policy ENV8 sets criteria for the consideration of private and commercial equestrian related development and seeks to protect the character and amenity of the local environment while still allowing commercial developments. As a result, it is considered to be

compatible with the Sustainability Objectives relating to the economy and employment, health, culture and heritage and environmental infrastructure. No conflicts or uncertainties were identified within the Sustainability Appraisal.

Agricultural, Forestry and Other Rural Based Enterprise Dwellings

Policy ENV9 – Agricultural, Forestry and Other Rural Based Enterprise Dwellings

- 1. The Council will support new permanent agricultural or forestry dwellings where it supports existing agricultural activities on well-established agricultural or forestry units, providing:**
 - a. there is a clearly established existing functional need**
 - b. the need relates to a full-time worker, or one who is primarily employed in agriculture or forestry and does not relate to a part-time requirement;**
 - c. the unit and the agricultural or forestry activity concerned have been established for at least three years, have been profitable for at least one of them, are currently financially sound, and have a clear prospect of remaining so; and**
 - d. the functional need could not be fulfilled by another existing dwelling on the unit, or any other existing accommodation in the area which is suitable and available for occupation by the workers concerned**
 - e. the new dwelling is of a size commensurate with the established functional requirement**
 - f. the new dwelling is sited so as to meet the identified functional need and to be well-related to existing farm buildings, or other dwellings**

- 2. The Council will support temporary agricultural dwellings where they are essential to support a new farming or forestry activity, whether on a newly-created agricultural unit or an established one, providing:**
 - a. clear evidence of a firm intention and ability to develop the enterprise concerned;**
 - b. functional need;**
 - c. clear evidence that the proposed enterprise has been planned on a sound financial basis; and**
 - d. the functional need could not be fulfilled by another existing dwelling on the unit, or any other existing accommodation in the area which is suitable and available for occupation by the workers concerned**
 - e. the temporary dwelling is of a size commensurate with the established functional requirement**
 - f. the temporary dwelling is sited so as to meet the identified functional need and to be well-related to existing farm buildings,**

or other dwellings

- 3. New permanent dwellings associated with other rural based enterprises will be subject to the above criteria in a manner and to the extent that they are relevant to the nature of the enterprise concerned.**

Reasoned Justification

- 9.92 It will often be as convenient and more sustainable for workers associated with agriculture, forestry or other rural based enterprises to live in nearby towns or villages, or suitable existing dwellings, so avoiding new and potentially intrusive development in the countryside. However, paragraph 55 of the NPPF states that there are special circumstances where it is essential for a rural worker to live permanently at or near their place of work in the countryside. Whether this is essential in any particular case will depend on the needs of the enterprise concerned and not on the personal preferences or circumstances of any of the individuals involved.
- 9.93 A *'functional test'* is necessary to establish whether it is essential for the proper functioning of the enterprise for one or more workers to be readily available at most times. Such a requirement might arise, for example, if workers are needed to be on hand day and night. Where a functional requirement is established, it will then be necessary to consider the number of workers needed to meet it, for which the scale and nature of the enterprise will be relevant.
- 9.94 The protection of livestock from theft or injury by intruders may contribute on animal welfare grounds to the need for a new agricultural dwelling although it will not by itself be sufficient to justify one. Requirements arising from food processing, as opposed to agriculture, cannot be used to justify an agricultural dwelling. Nor can agricultural needs justify the provision of isolated new dwellings as retirement homes for farmers.
- 9.95 New permanent accommodation cannot be justified unless the enterprise is economically viable. A *'financial test'* is necessary for this purpose, and to provide evidence of the size of dwelling which the unit can sustain. In applying this test, authorities should take a realistic approach to the level of profitability, taking account of the nature of the enterprise concerned. Some enterprises which aim to operate broadly on a subsistence basis, but which nonetheless provide wider benefits (e.g. in managing attractive landscapes or wildlife habitats), can be sustained on relatively low financial returns.
- 9.96 Agricultural dwellings should be of a size commensurate with the established functional requirement. Dwellings that are unusually large in relation to the agricultural needs of the unit, or unusually expensive

to construct in relation to the income it can sustain in the long-term, should not be permitted. It is the requirements of the enterprise, rather than those of the owner or occupier, that are relevant in determining the size of dwelling that is appropriate to a particular holding.

- 9.97 Any grant of planning permission may include a condition preventing the exercise of permitted development rights for extension and/or curtilage buildings.
- 9.98 Temporary agricultural and forestry dwellings should normally, for the first three years, be provided by a caravan, a wooden structure which can be easily dismantled, or other temporary accommodation. Where permission for temporary accommodation is granted, permission for a permanent dwelling should not subsequently be given unless the criteria within point 1 of this policy are met.
- 9.99 There may also be instances where special justification exists for new isolated dwellings associated with other rural based enterprises. In these cases, the enterprise itself, including any development necessary for the operation of the enterprise, must be acceptable in planning terms and permitted in that rural location, regardless of the consideration of any proposed associated dwelling.
- 9.100 Where the need to provide accommodation to enable farm, forestry or other workers to live at or near their place of work has been accepted, permission will only be granted subject to occupancy conditions. This is to ensure that the dwellings are kept available for meeting this need for as long as it exists.

Sustainability Appraisal Summary

- 9.101 Policy ENV9 supports dwellings that necessary for rural enterprises and restricts unnecessary dwellings within the countryside. The policy is compatible with a number of Sustainability Objectives, including those relating to climate change and environmental infrastructure. The Sustainability Appraisal did not identify any uncertainties or conflicts.

Monitoring and Implementation

Monitoring Indicators	
Local Indicator	Number of applications approved for the re-use or replacement of rural buildings
Local Indicator	Number of applications approved for farm diversification schemes
Local Indicator	Number of applications approved for Equine related activity

Implementation Plan	
Lead Agency	Implementation Framework
SBC	Determination of planning applications

10. Historic Environment

Introduction

- 10.1 The historic environment encapsulates all aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora. Those elements of the historic environment that hold significance are called heritage assets. As a valuable and irreplaceable asset that is potentially vulnerable to damage and destruction through development and neglect, the historic environment needs to be identified, protected, conserved and enhanced. In addition to their cultural significance the conservation of the historic environment also has social and economic implications and benefits.
- 10.2 Policies within the NPPF are a material consideration that must be taken into account when determining applications affecting the historic environment. Therefore they can be applied directly by the decision-maker when determining whether development should proceed.
- 10.3 The NPPF provides policies which cover all heritage assets (designated and non-designated), this being, the parts of the historic environment that have significance because of their historic, archaeological, architectural or artistic interest. This LDD has the potential to provide a locally distinctive overlay to national planning policy and guidance.

Issues and Options: You Told Us

- 10.4 The Environment DPD 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 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.

You Told Us

- 10.5 Option 3 was the overwhelming preference of respondents to the Issues and Options report. Policies within this theme will be developed inline with this option.

- 10.6 **Question 11:** asked respondees to identify any heritage assets which help characterise and define the Borough and which it is important to conserve in order to maintain its unique sense of place. Responses included Preston Park, various buildings currently benefiting from listed building status, heritage landscape features (as identified in the National Character Area document for the Tees Lowlands) and hedgerows. A policy concerning Landscape Character is provided in the 'Environmental Protection and Enhancement' section of this Preferred Options document.
- 10.7 **Question 12:** support was given to developing a heritage asset at risk register (whether designated or otherwise) and production of a local strategy to tackle these matters.
- 10.8 The Environment DPD Issues and Options document presented two options for consideration in respect of the of 'Article 4 directions'.
- Option 1: Do not alter current Article 4 directions
 - Option 2: Consider the need to extend the use of Article 4 directions
- Option 2 was the preference of the two respondees to this question.
- 10.9 English Heritage stated that it would be 'inappropriate to regard the present situation as immutable. Any such measure adopted should be regularly reviewed to ensure that it is fit for purpose. This may mean making new Directions, or amending the geographic extent and purpose of those existing...'
- 10.10 The Council has decided that any review of Article 4 directions will be undertaken as a process separate to the LDD.
- 10.11 **Question 13:** no specific areas were identified as being undermined by the exercise of permitted development rights.

Historic Environment Record

- 10.12 The Historic Environment Record (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 three other local authorities. It is publicly accessible and is used by the authority as an evidence base in plan making.

Stockton-on-Tees Heritage Strategy

- 10.13 In 2011 the Council published a Heritage Strategy for the Borough, based around five heritage themes. The strategy will provide a framework for the work of various Council services, community groups and heritage agencies.
- 10.14 The Heritage Strategy sets out 4 statements (listed below) which form the foundation of our vision for heritage in the future. Underlying these statements are on-going and future objectives, which in turn will be implemented in the Action Plan which will be contained within a separate document alongside the Heritage Strategy.
- We recognise and will continue supporting the contribution made to celebrating, protecting and interpreting our heritage by local communities, societies and volunteers.
 - To provide the greatest possible access to our heritage for all of our communities and visitors to the borough.
 - To market our heritage as part of a wider strategy in re-shaping the perception and image of the borough.
 - To continue to conserve the historic and natural environment with the support of local groups, societies and volunteers through our on-going regeneration, environment and research programmes.

Historic Landscape Characterisation

Policy HE1 - Historic Landscape

- 1. The Council require proposals for development to be informed by the historic context of the landscape as detailed within the Historic Landscape Characterisation.**
- 2. The Council will expect developers to demonstrate that they have fully considered their impact on the historic characteristics of the landscape. This should include how the development by virtue of its location, scale, density, pattern of development, design and materials will protect, interpret and where possible, enhance the characteristics which make up the historic landscape.**

Reasoned Justification

- 10.15 The Historic Landscape Characterisation (HLC) was undertaken 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.

Sustainability Appraisal Summary

10.16 Policy HE1 seeks to protect the character of the historic environment and, as a result, is compatible with the Sustainability Objectives relating to health, environmental infrastructure, sustainable communities and culture and heritage. No instances of conflict or uncertainty were identified within the Sustainability Appraisal.

Designated heritage assets

10.17 Some heritage assets possess a level of interest that justifies designation and particular procedures apply to decisions that involve them. Designated heritage assets include:

- World Heritage Sites
- Scheduled Monuments
- Listed Buildings
- Protected Wreck Sites
- Registered Park and Gardens
- Registered Battlefields
- Conservation Areas

10.18 The NPPF provides provide specific policy guidance with regards to designated heritage assets. There are also non-designated assets such as locally listed buildings and non-scheduled archaeology with local significance worthy of protection.

Scheduled Monuments

10.19 Scheduled Monuments are not always ancient, or visible above ground. There are over 200 'classes' of monuments on the schedule, and they range from prehistoric standing stones and burial mounds, through to the many types of medieval site - castles, monasteries, abandoned farmsteads and villages - to the more recent results of human activity, such as collieries.

10.20 There are 8 Scheduled Monuments within the Borough.

- Castle Hill
- St. Thomas a Becket's Church, Grindon
- Barwick Medieval Village
- Round Hill Castle mound and bailey
- Larberry Pastures settlement site
- Newsham Deserted Medieval Village
- Stockton Market Cross

- Yarm Bridge

Listed Buildings

10.21 Listed Buildings are formally identified by the Department for Culture, Media and Sport on the advice of English Heritage, independently of the Local Development Framework process, under powers in the Planning (Listed Buildings and Conservation Areas) Act 1990. There are almost 500 listed buildings in Stockton-on-Tees Borough.

- Grade I (7)
- Grade II* (43)
- Grade II (444)

Registered Parks and Gardens

10.22 Historic parks and gardens are a fragile and finite resource: they can easily be damaged beyond repair or lost forever. From town gardens and public parks to the great country estates, such places are an important, distinctive, and much cherished part of our inheritance and we have a duty to care for them. English Heritage is enabled by government to compile the 'Register of Parks and Gardens of special historic interest in England'. Within the Borough there are 2 registered parks and gardens:

- Ropner Park
- Wynyard Park

10.23 They have been identified on the Policies Map. Many public parks and gardens do not make it on to a national list, but are still important locally or regionally, either for their historic interest or for their general amenity.

Conservation Areas

10.24 Conservation Areas are formally designated by the Borough Council, independently of the Local Development Framework process under the Planning (Listed Buildings and Conservation Areas) Act 1990, Part II. In total there are 11 Conservation Areas within the Borough and they are identified on the Policies Map.

- Billingham Green
- Bute Street
- Cowpen Bewley
- Eaglescliffe with Preston
- Egglescliffe
- Hartburn
- Norton
- Stockton Town Centre

- Thornaby Green
- Wolviston
- Yarm

10.25 In 2006 the Conservation and Historic Environment Folder was adopted, this document provides a Conservation Area Appraisal and Management Plan for each conservation area to set out the parameters for the preservation and enhancement of these areas.

Non-designated heritage assets

Character Areas

10.26 There are a number of areas within the Borough that have a distinctive character and sense of place. Whilst not having a special architectural or historic character, which is worthy of formal protection through Conservation Area status, they do have an identifiable character. These areas are distinguishable from surrounding development by a combination of the quality or style of buildings and the environmental setting.

10.27 In some cases the character is derived from the layout of buildings, which, whilst individually unremarkable in themselves, are a good example of a particular type, style or category of development. In others it is the quality of the setting of buildings, which sets an area apart.

Policy HE2 - Character Areas

1. The Council will designate the following Character Areas:

- Oxbridge Lane
- Junction Road
- Durham Road
- Darlington Road
- Yarm Road, Stockton
- Thornaby Airfield
- Yarm Road (North), Eaglescliffe
- Yarm Road (South), Eaglescliffe
- The Spital/Leven Road
- Leven Road

2. Within these areas the development of residential gardens will be resisted to protect the overall character of the area. The Council expects development to:

- Maintain or enhance its overall character and appearance;**
- Respect the built form of the area in the widest sense;**
- Be high quality, inclusive in design and layout; and**
- Protect and integrate any trees, archaeological or other landscape**

features, which contribute to the distinctive character of the area.

Reasoned Justification

- 10.28 Regeneration and Environment LDD Policy H3 - Housing Mix and Affordable Housing Provision, outlines the policy considerations relating to housing densities including that in locations 'which are characterised by mature dwellings and large gardens, a density lower than 30 dwellings per hectare may be appropriate'. The reasoned justification then explains that further assessment work would be required to identify such areas, and that this would be detailed in Regeneration and Environment LDD Policy HE3.
- 10.29 In response to the need for that formal assessment work, the Council prepared the 'Townscape Character Areas in Stockton-on-Tees' study in August 2010. The study identified ten areas whose distinctive character and sense of place are considered worthy of protection. These areas have been selected on the basis of their street pattern and/or presence of strong landscape elements that are of high environmental quality. The assessments, to which any proposal within those areas are to make reference, highlight the aspects that make up their local character and distinctiveness, and these are to be taken into account in consideration of any proposal within those designations. The preferred option policy goes beyond the original remit, concerning itself not only the character resulting from density, but rightly proposing consideration of individual character and distinctiveness.
- 10.30 This preferred option policy seeks to resist development of residential gardens within the character areas as it is considered that this would cause harm to local areas. This policy approach is in conformity with para 53 of the NPPF.

Sustainability Appraisal Summary

- 10.31 Policy HE2 aims to protect the distinctive character of designated areas and, as a result, is compatible with the Sustainability Objectives relating to health, environmental infrastructure, sustainable communities and culture and heritage. No instances of conflict or uncertainty were identified within the Sustainability Appraisal.

Local List

Policy HE3 - Local List

- 1. The Council will support proposals for extensions or alterations to buildings on the local list if they preserve their special local architectural or historic interest by:**
 - a. Respecting the building's design, appearance and any features of architectural or historic merit.**

- b. Ensuring that wherever practicable and appropriate, materials appropriate to the building's special local interest are used.
 - c. Ensuring that any building within the curtilage or setting of a Locally Listed building is designed to be sympathetic to its appearance and context.
2. Permission may be granted for the replacement of locally listed buildings where:
- a. Applicants have demonstrated that all reasonable options for the retention of the building have been considered; and
 - b. The proposed new building is of an exceptionally high standard of design.

Reasoned Justification

10.32 The Council's Preferred Option is to encourage the preservation and conservation of buildings on the Local List in order to maintain historic character. Any proposals that adversely affect the special interest of a locally listed building and/or its setting will be resisted.

10.33 The Statutory Register of Listed Buildings compiled by the Secretary of State is made up of buildings and features of national importance or interest. The Local List is designed to identify those buildings and features of local architectural or historic interest and offer them a degree of protection for unnecessary and/or damaging development. These buildings will not enjoy the protection of statutory Listing, however, they are identified as having interest and townscape value and are worthy of retention.

10.34 Buildings are subject to the criteria (below) to be included on the local list. This is based heavily on the Listed Building criteria set out in the 1990 Planning Listed Building and Conservation Act.

- Features of a definite and recognisable architectural interest (including design and rarity);
- Features relating to traditional or historic industrial processes in a reasonable state of preservation;
- Features of character acting as landmarks in the townscape of landscape;
- Features associated with unusual or significant events or personalities, or containing features of definite antiquity
- Good quality examples of architecture;

10.35 This is not to say that a building has to fit all the criteria, but is chosen on its merits as satisfying one or more criteria. Buildings included on the Local List can be viewed in Appendix 6: Local List Buildings.

Sustainability Appraisal Summary

10.36 Policy HE3 aims to ensure that development proposals preserve the special local architectural or historic interest of a number of buildings. The policy has been identified as being compatible with Sustainability Objectives relating to environmental limits and culture and heritage. There were no instances of conflict or uncertainty identified within the Sustainability Appraisal.

Stockton and Darlington Railway

Policy HE4 - Stockton and Darlington Railway

- 1. The Council will support development which enables the safeguarding of the line of the historic Stockton to Darlington railway of 1825, the branch line to Yarm and associated structures, and which preserves this cultural asset, its archaeological remains and setting.**
- 2. The Council will require any proposal for development on or adjacent to the line(s) to include measures which show how the scheme has regard to the preservation of any physical remains along the route(s) and their interpretation on the ground, and otherwise respects and interprets the route(s) where those remains no longer exist.**

Reasoned Justification

10.37 The Stockton & Darlington Railway was opened on 27th September 1825 and was the first public railway to employ railway engines. It is of international importance in the development of rail transport and industrial technology.

10.38 Part of the line of the railway is still in use by the Rail Industry; however, a significant re-alignment of the route took place between Eaglescliffe and Mount Pleasant on 25th January 1853. This re-alignment meant that a significant length of the original line went out of use and now survives at various levels of preservation.

10.39 In addition, a branchline to Yarm was opened on 17th October 1825 and abandoned due to a re-alignment in 1871. The route of this branch also survives with a number of ancillary features and this policy seeks to preserve this.

10.40 The purpose of this policy is to seek to ensure the continued preservation of these sections of the line. The precise alignment of these is shown on the Policies Map.

Sustainability Appraisal Summary

10.41 Policy HE4 preserves the route and remains of the former Stockton and Darlington Railway and is compatible with the Sustainability

Objective that relates to the promotion, enhancement and respect of the Borough's culture and heritage. No other significant relationships were identified within the Sustainability Appraisal.

Monitoring and Implementation

Monitoring Indicators	
Local Indicator	Number of properties contained on the Local List

Implementation Plan	
Lead Agency	Implementation Framework
SBC	Annual Monitoring Report

11. Regeneration and Gateway Sites

Introduction

- 11.1 The policies of the adopted Core Strategy guide and encourage development proposals, which amongst others set the agenda for realising the Council's vision for a reinvigorated and regenerated Core Area. Regeneration and Environment LDD Policy RG1 identifies Regeneration and Gateway sites. It is acknowledged that there are deliverability challenges with these sites. For this reason they are not integral to the delivery of the Borough's strategic requirements such as meeting housing need and demand. However, the Council remains committed to supporting and promoting regeneration and for this reason it is important to identify those sites that continue to be key regeneration priorities and to state what the Council's aspirations are for these sites are.

Chandlers Wharf

- 11.2 The Regeneration DPD Issues and Options document included reference to development of Chandler's Wharf for high quality office space and housing. However, this is no longer considered to be realistic in view of changed economic circumstances, the St John's Road Crossing project (which divides the site), the redevelopment of a key element of the site as a casino and the general reduction in the public funding available to support regeneration projects. For this reason Chandler's Wharf is not identified as a key regeneration priority.

Southern Gateway

- 11.3 'Southern Gateway and Riverside Sites' was identified as a topic for comment in the Regeneration DPD Issues and Options document. The area defined as 'Southern Gateway' is addressed in the Town Centres section of the Regeneration and Environment LDD by Policy TC2 - Sites for major new retail and town centre use development.

Bowesfield

- 11.4 An area at Bowesfield was also identified in Regeneration DPD Issues and Options document, particularly in respect of options for the re-development of the industrial estate. However, this is also no longer considered to be realistic in the light of changed economic circumstances and the general reduction in public funding. Therefore, no policy for the re-development of Bowesfield industrial estate is included in this document. However, Regeneration and Environment LDD Policy PF3 - Bowesfield Marina, in the Community Facilities section of this document supports the delivery of a marina at Bowesfield.

Policy RG1 - Regeneration and Gateway Sites

1. The following sites are allocated as Regeneration or Gateway Sites.

Regeneration Sites	Gateway Sites
R1 The Green Blue Heart	G1 Stockton Riverside
R2 North Shore	G2 Northern Gateway
	G3 Mandale Triangle
	G4 Boathouse Lane

11.5 The Introduction to the Site, Reasoned Justification, Sustainability Appraisal and Implementation and Monitoring details for the sites identified in RGS1 are set out in individual sections below.

Regeneration Sites

The Green Blue Heart

Introduction

11.6 The Core Strategy sets out the Council's vision for the implementation of proposals associated with the Stockton-Middlesbrough Initiative to provide 21st century living, employment and leisure facilities. Included in these proposals is the 'Green Blue Heart'. This is a vision for an area situated at the heart of the urban core of Stockton-on-Tees and Middlesbrough to become a high quality landscape and parkland centrepiece with new river-facing facilities and performance spaces. The provision of leisure and recreation facilities as part of the Green Blue Heart will provide more open space accessible to the public, improve the opportunity for water-based facilities and enhance the area's landscape and biodiversity. Longer-term Tees Marshalling Yard has been identified as an area for the creation of a new residential community.

The current status of the Green Blue Heart vision

11.7 The original masterplan identified a number of projects. Hartington Business Park and the majority of the area of the Maze Park are in Middlesbrough and those in Stockton are no longer in the form envisaged in the document. Princeton and Barrage Villages are within Tees Marshalling Yard. Marston Village has been partially subsumed into the Corus Pipe Mill Site for which planning permission has been granted for housing and employment uses and the new Asda supermarket site on Marston Road. Portrack Marsh and Estuary Park are now identified as Local Wildlife Sites in recognition of the area's ecological value. Lustrum Village no longer forms part of the Green Blue Heart vision.

11.8 Whilst it is recognised that some aspects of the Green Blue Heart vision are longer-term aspirations, the Council is strongly committed to implementing the vision and there are aspects which are achievable in the short-term. Various organisations including the Council are currently working together to develop land round Tees Barrage for access, sport and recreation with the aim of raising the profile of the area as a destination for active recreation and sport.

Issues and Options Consultation

11.9 The Issues and Options document set out the Council's longer-term aspirations for the Green Blue Heart with a vision for development of the riverside. In view of the longevity of the project, no meaningful options were given. Nevertheless, seven comments have been received.

You Told Us

11.10 Overall, there was support for the Green Blue Heart and for its inclusion in the Regeneration DPD. This is particularly as it is a regeneration project, key to the Stockton-Middlesbrough Initiative, with some identifiable early wins. The inclusion of proposals for leisure, recreation and sporting activities were welcomed.

11.11 It was felt that the DPD should be updated to reflect the most up to date Masterplan for the area, and that any proposals would need to recognise the biodiversity resources present in the area, and the Tees Forest Plan.

11.12 Government Office advised that the issues and options stage could be part of process to determine priorities.

Policy R1 - Green Blue Heart

1. The Council will encourage and support proposals that assist in the delivery of the Green Blue Heart. These proposals could include:

- **At Tees Marshalling Yard: Housing with associated neighbourhood centre and facilities**
- **Portrack Marsh Park: Informal biodiversity focused recreation**
- **Enhancing the sport, leisure and recreation offer at the Tees Barrage**

2. Development proposals will need to relate well to:

- **The International White Water Course**
- **Portrack Relief Road**

- North Shore
- Stockton Town Centre

3. Use of the river frontage should be maximised without affecting the hydrology of the River Tees.

4. Proposals that intensify and diversify sport, leisure and recreational uses within the Green Blue Heart will be supported.

Reasoned Justification

11.13 Core Strategy Policy 1 - The Spatial Strategy seeks to give priority to development on previously developed land in the Core Area to meet the Borough's housing requirement, and to those projects that help to deliver the Stockton-Middlesbrough Initiative. The Green Blue Heart (GBH) is one of those projects.

11.14 The GBH is a long-term vision for the urban core of the Tees Valley primarily focused on an urban zone encompassing the conurbations of the two towns of Stockton and Middlesbrough and the River Tees corridor that joins them. It is a vision to create a city scale environment at the heart of the Tees Valley that will transform the environment, economy and image of the place.

11.15 In accordance with the wider GBH visioning masterplan – The Green Blue Heart Plan (August 2007), developed by Stockton and Middlesbrough Councils, 250 hectares of land on both banks of the River Tees will be developed in pursuit of this vision. Some elements of the Plan have been brought forward, whilst others have been adapted over time. In accordance with the overall vision, and the developing strategy for the area, the Council will seek to:

- Bring people into the area to live
- Maximise the impact of the Barrage
- Maximise the potential of the river and its corridor
- Strengthen the open space assets
- Retain the option for new city scale facilities
- Improve the area by upgrading road, rail and river infrastructure

11.16 Much of the development is envisaged to occur towards the end, and beyond the plan period, and a policy framework is needed to ensure that the necessary infrastructure is in place and to protect the area from inappropriate developments that could prejudice implementation of the vision and other development and regeneration initiatives in Stockton.

Sustainability Appraisal Summary

11.17 Policy R1 allocates land for regeneration and includes provision for environmental improvements alongside mixed development. As a result, the Sustainability Appraisal considers that there is a positive relationship between this policy and the majority of the Sustainability Objectives. There is some uncertainty about the impacts upon the sustainable transport and environmental infrastructure objectives due to the potential impacts from the Portrack Relief Road and the impact of significant riverside development upon biodiversity.

Monitoring and Implementation

Monitoring Indicators	
New Indicator	Approval of Masterplan and any subsequent amendments in accordance with Green Blue Heart Plan August 2007 Target:
New Indicator	Planning permission granted for housing development including neighbourhood centre and community facilities at Tees Marshalling Yard Target: Year 2018
New Indicator	Commencement of approved development at Tees Marshalling Yard Target: N/A
New Indicator	Completion of approved development at Tees Marshalling Yard Target: N/A
New Indicator	Planning permission granted for commercial and leisure uses at The Barrage
New Indicator	Commencement of approved development at the Barrage
New Indicator	Completion of approved development at The Barrage
New Indicator	Planning permission granted for commercial and leisure uses at Navigation Way
New Indicator	Commencement of approved development at Navigation Way
New Indicator	Completion of approved development at the Navigation Way

Implementation Plan	
Agency	Implementation Framework
Stockton on Tees Borough Council	Regeneration and Environment LDD Supplementary Planning Documents/Guidance
Middlesbrough Borough Council	

Stockton Middlesbrough Initiative	
Environment Agency	
Highways Agency	
Statutory Undertakers	
DB Schenker Rail (former EWS)	
Network Rail	
Tees Valley Unlimited	
Private Developers	
British Waterways	
Natural England	
RSPB	
Tees Valley Wildlife Trust	
Homes and Communities Agency	

North Shore

Introduction

11.18 North Shore is a flagship brownfield regeneration scheme of sub-regional importance on the Stockton riverside, which will have great economic benefits for Stockton Town Centre. The site is linked to the highly successful Teesdale Business Park via a new pedestrian and cycle bridge, which is also home the Durham University, Queens Campus Stockton Riverside College. The justification to Core Strategy Policy 1 identifies North Shore as a key regeneration area. It has also now been identified as an Enterprise Zone with a digital focus.

Issues and Options Consultation

11.19 The Issues and Options document identified the North Shore as a regeneration scheme. At that time, the Council's preferred development scheme for the site included residential, offices, residential and conference facilities for The University of Durham, leisure space, pedestrian and cycle bridge.

11.20 The Options given related to the extent of the site boundaries, and defined as areas to the north, east, and west. The Options were:

- Option 1 Existing Area
- Option 2 Additional land to the east and west
- Option 3 As Option 2 but with additional land to the north

You Told Us

11.21 Responses produced a mix of opinion. However, overall, the regeneration of North Shore received support. Responses to the

extent of the site boundary varied with the majority preferring Option 3, closely followed by Option 2. Specific requests were made to exclude the premises of Simon Bailes Ltd from the site, and to restrict the area to the former Malleable Plant site.

- 11.22 Concerns were raised about the detail of development in the site. A need was identified to retain the river frontage free of office development, which would allow space for footpaths, hotels, restaurants, and leisure facilities, and that the provision of pedestrian, cycle and vehicular access, master planning, phasing, the provision of infrastructure and early consultation were essential.

Policy R2 - North Shore

- 1. Land is allocated at North Shore for a comprehensive mixed-use development comprising residential and employment uses, university accommodation, hotel, a healthcare facility, leisure, ancillary retail and services, with car parking and associated landscaping and infrastructure improvements.**
- 2. Use of the river frontage should be maximised, creating areas of high quality public realm with cycle/footpath linkages to the Tees Barrage to the west, central Stockton to the East, and the Northern gateway.**

Reasoned Justification

- 11.23 The Core Strategy acknowledges North Shore as a key regeneration site and its role in realising the Council's vision for Stockton, and sees the site providing 21st century living, employment and leisure facilities.
- 11.24 Complementary to this is the long held vision for the North Shore site in which development will help achieve a sustainable future for the Borough, through the delivery of high quality and commercially successful mixed-use urban regeneration, which will also add to the facilities, image and economy of the Tees Valley.
- 11.25 Reflecting the aspirations of the Stockton-Middlesbrough Initiative and the Council's long-term ambitions for the site, an outline planning permission (08/3644/EIS) was granted in 2009. This permission covered the majority of the North Shore area, and established the principle of development on the site for residential, business park, hotel accommodation, leisure, ancillary retail and services, health care facility, car dealership with car parking and associated landscaping and infrastructure improvements. The permission also established a planning and design framework for the site, and details the quantum of development expected; to which, in the future however, economic drivers may precipitate changes.

11.26 A subsequent submission for reserved matters (09/3072/REM) for fifty dwellings has been approved and the implementation of this permission has commenced.

Sustainability Appraisal Summary

11.27 Policy R2 relates to the regeneration of previously developed land within the Core Area and is considered to be compatible with all of the Sustainability Objectives, with the exception of the objective relating to environmental infrastructure. This is due to uncertainties about the effect of a significant riverside development, which is in close proximity to the Portrack Marsh Nature Reserve, on biodiversity. No conflicts were identified within the Sustainability Appraisal.

Monitoring and Implementation

Monitoring Indicators	
New Indicator	Planning permissions granted accord with approved masterplan
New Indicator	Planning approval for employment uses (B1)
New Indicator	Completion of approved employment development
New Indicator	Planning approval for retail and leisure uses (Class A1, A2, A3, A4 and A5)
New Indicator	Completion of approved retail and leisure development
New Indicator	Planning approval for a hotel (Class C1)
New Indicator	Completion of approved hotel development
New Indicator	Planning approval for Health Care Facility (Class D1)
New Indicator	Completion of approved Health Care Facility
New Indicator	Planning approval for Car Dealership (Sui Generis)
New Indicator	Completion of car dealership
New Indicator	Planning approval for water sport and marine club (Class D2)
New Indicator	Completion of water sport and marine club
New Indicator	Where feasible implementation of a district heating system

Implementation Plan	
Agency	Implementation Framework
Stockton on Tees Borough Council	Regeneration and Environment LDD Supplementary Planning Guidance/Documents Determining Planning Applications Stockton Middlesbrough Initiative
Environment Agency	
Highways Agency	
Statutory Undertakers	
Homes and Communities Agency	
Muse/Urban Splash	
Tees Valley Unlimited	
Private Developers	
Durham University	
British Waterways	

Natural England	
RSPB	
Tees Valley Wildlife Trust	
River Tees Water Sports Club	
Castlegate Marine Club	
Operator Car Dealership	

Gateway Sites

Stockton Riverside

Introduction

11.28 The area defined in the Regeneration and Environment LDD as Stockton Riverside runs parallel with the eastern boundary of Stockton Town Centre. It provides opportunities for environmental improvements and for improved linkages between the town centre and the riverside. Such enhancements will contribute to the revitalisation of Stockton Town Centre.

Issues and Options Consultation

11.29 The Issues and Options document gave a brief description of the Stockton riverside area. In the issues relating to 'Southern Gateway and Riverside Sites' (see paragraph 11.3 regarding Southern Gateway), potential options included achieving a high quality architecture and public realm.

11.30 Policy G1 allocates land for event spaces, a riverside park and improvements to the public realm on Stockton Riverside. The policy will support developments which improve connectivity between the riverside area and other locations including the town centre.

You Told Us

11.31 Comments were generally supportive of the objectives of improving the public realm and improving linkages to the town centre. Tees Valley Regeneration commented 'Links from the Town Centre to the riverside are key in ensuring connectivity with the North Shore site'. Another respondee commented 'A means must be made to attract people to use the Riverside area'. The Friends of Tees Heritage Park commented 'Essential to create better links between town and river and develop leisure use on river frontage'. Comments from the The Campaign for the Protection of Rural England included 'Any decisions should protect and further enhance the riverside area and must not detract from it'.

Policy G1 - Stockton Riverside

- 1. Land is allocated at Stockton Riverside for events spaces, a riverside park and improvements to the public realm.**
- 2. The Council will support the developments, which include:**
 - **A Land Bridge between the Bishop Street and the Riverside**
 - **Improved pedestrian links between the Riverside and:**
 - **Town Centre East;**
 - **Stockton Town Centre North; and**
 - **Stockton High Street**
 - **Footpath and cycle links to Boathouse Lane and North Shore**
 - **An open, unrestricted pedestrian link between the Castlegate Centre and Stockton Riverside**
 - **An improved public realm and streetscape**
 - **A riverside boulevard**

Reasoned Justification

11.32 Improvements to the public realm including the introduction of art, landscaping and planting will extend the environment of the Town Centre towards Stockton Riverside. The integrity of the existing riverside walks will be protected, extended and enhanced. These measures will help make the Town Centre and Stockton Riverside attractive for shopping and leisure activities.

11.33 Connectivity between the two areas and the Town Centre would be improved, with the introduction of a land bridge to the Cultural Quarter and permanent access to the Town established through the Castlegate Centre, enabling better quality linkages to North Shore, Teesdale and the University beyond.

Sustainability Appraisal Summary

11.34 Policy G1 Allocates land for an events space and public realm improvements and is considered to be compatible with a number of Sustainability Objectives. No instances of uncertainty or conflict were identified within the Sustainability Appraisal.

Monitoring and Implementation

Monitoring Indicators	
New Indicator	Completion of hotel development
New Indicator	Completion of a land bridge
New Indicator	Installation of public art
New Indicator	Completion of a riverside boulevard

New Indicator	Completion of footpath and cycle links
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Implementation Plan	
Agency	Implementation Framework
Stockton on Tees Borough Council	Regeneration and Environment LDD Supplementary Planning Documents/Guidance
Environment Agency	
British Waterways	
Highways Agency	
Developers	
Landowners	
Tenants	

Northern Gateway

Introduction

11.35 The Northern Gateway is a collection of projects, on several sites, which seek to provide for education, health, housing regeneration, mixed use regeneration, cycle linkages, green and economic infrastructure. It is intended to achieve exemplar sustainability credentials.

11.36 Core Strategy Policy 5 (CS5) - Town Centres identifies the Northern Gateway as able to provide for development opportunities and environmental improvements, which in turn would help return Stockton to a vibrant and successful town centre.

Issues and Options Consultation

11.37 The Northern Gateway is shown on Map 4 of the Issues and Options document, and it encompasses the former Stockton Sports Centre, Queens Park North and an area to the between Allison Street and Norton Road (including Alma Street). Very little is said regarding the future of the site and no options are given for consideration.

11.38 At that time, the aims of the Northern Gateway project were to:

- Bring forward the Queens Park North site for residential development
- Improve Norton Road as a transport corridor
- Review the use of the Stockton Sports Centre.

You Told Us

11.39 The short discussion centred on this site did not attract comments from members of the public, and those received were limited to the Highways Agency, Sport England, North East Assembly, English

Heritage, Natural England, One North East and the Environment Agency.

- 11.40 Overall, there were no objections arising to the project. However, the Highways Agency reserved comment until further details were made available.
- 11.41 Natural England noted that part of the site is in the Tees Forest, and English Heritage asked for further detail and discussion of options. Sport England considered the review of Tilery Sports Centre should be made in the context of national quantitative, qualitative, and accessibility standards.
- 11.42 The North East Assembly considered that the sites in the project would enable links between the Town Centre and North Shore. The DPD should ensure that a sequential approach to the identification of sites is adopted. One North East agreed with issues highlighted.
- 11.43 On a more practical level the Environment Agency advised that part of the site is likely to be contaminated through a previous use as a gas works.

Policy G2 - Northern Gateway

- 1. Land in the Northern Gateway is allocated for a comprehensive, mixed-use development involving the demolition and renewal of housing stock, community facilities, including environmental improvements and biodiversity benefits. This will include:**
- **At Swainby Road, residential and commercial properties will be demolished to provide new homes**
 - **On the site of the former Stockton Sports Centre proposals are expected to deliver:**
 - **A Youth Centre, open space, multi-use games area, car park and new access to Talbot Street; and**
 - **The North Shore Academy.**
 - **At Queens Park North, proposals are expected to deliver 330 dwellings, car parking, footpath and cycle routes, open space and landscaping.**
 - **The residential-led redevelopment of the Victoria Estate**
 - **The enhancement of the Lustrum Beck River corridor to provide a highly attractive setting for new development. This should include the development of a linear ‘natural park’ in the Tilery area.**
 - **Consideration should be given to soft engineering solutions for flood risk management, e.g. through the provision of flood storage areas alongside the beck.**

Reasoned Justification

- 11.44 The Northern Gateway is a key entrance to, and the regeneration of which will help the revitalisation of Stockton Town Centre. The Council is preparing masterplan visioning document, which is intended to provide a framework to link individual projects, to ensure that development complements and links to the surrounding area. The document will also seek to make sure that efficient use is made of brownfield land, secure viable and sustained use for the sites identified, embed the principles of green infrastructure and seek the economic infrastructure to complement those schemes.
- 11.45 At Swainby Road, the Council has begun a phased decanting of residents which is due to complete in March 2013. It is intended that 200 very poor quality homes and two commercial properties are demolished and replaced with a mix of new homes to be made available for sale and on affordable terms. The fine details of the scheme are yet undetermined.
- 11.46 The former Stockton Sports Centre has been demolished and the site cleared in preparation for redevelopment for the MyPlace youth and community facility/service hub, open space, multi-use games area, car park and new access to Talbot Road. A planning permission has been granted for the development (09/2964/LA), which is now being implemented. The Building Schools for the Future (BSF) programme saw a replacement Academy facility for 1,000 pupils arising from the merger and demolition of Norton and Blakeston Schools. Planning permission has been granted (11/2971/FUL) for a 1,050 place academy building with integrated MyPlace community facility with associated external spaces and this development has now commenced.
- 11.47 Planning permission has been granted for a housing site at Queen's Park North (07/1265/FUL). The scheme includes culverting of the Lustrum Beck with additional ecological features in the existing channel, an attenuation pond, landscaping and boundary treatment to Norton Road, with footpath and cycle links and routes.
- 11.48 Regeneration and Environment LDD Policy G2 will help guide development to deliver a myriad of projects to tackle education, health, housing regeneration, mixed use regeneration, underpinned with the provision and improvement of cycle and pedestrian linkages, green and economic infrastructure and sustainability.

Sustainability Appraisal Summary

- 11.49 Policy G2 provides for housing and community facilities on a number of sites within the existing urban area. The policy also provides for environmental improvements and is considered within the

Sustainability Appraisal to be compatible with all of the Sustainability Objectives.

Monitoring and Implementation

Monitoring Indicators	
New Indicator	Completion of housing development
New Indicator	Implementation of Riverside Boulevard
New Indicator	Installation of public art
New Indicator	Completion of footpath and cycle links
New Indicator	

Implementation Plan	
Agency	Implementation Framework
Stockton on Tees Borough Council	Regeneration and Environment LDD Supplementary Planning Documents/Guidance
Environment Agency	
British Waterways	
Highways Agency	
Homes and Communities Agency	
Statutory Undertakers	
Developers	
Landowners	
Tenants	

Mandale Triangle

Introduction

11.50 The Mandale Triangle is an area of commercial and light industrial development, forming a prominent gateway for those approaching Stockton Town Centre from the East. The Council's aspiration is for the physical regeneration of the site through mixed-use development and environmental improvements.

Issues and Options

11.51 Mandale Triangle did not appear in the Issues and Options document.

You Told Us

11.52 There were no specific comments relating to the Mandale Triangle.

Policy G3 - Mandale Triangle

- 1. The Council will support the development of a mix of office, residential and leisure uses encompassing high quality urban design, and landmark buildings in prominent locations.**
- 2. Developers will be encouraged to provide:**
 - a. Buildings to a minimum of two storeys throughout the site with a rise to three and four storeys where appropriate.**
 - b. As a focal point, a building of four and five storeys on the corner nearest the roundabout at the junction of Mandale Road, George Street and Westbury Street.**
- 1. The Council will support development which:**
 - a. Enhances frontages to buildings and delivers environmental improvements on Mandale Road and George Street.**
 - b. Provides a plaza and public art close to the junction of Yorkway, New Street and Mandale Road**
 - c. Delivers buildings which respond to the scale and massing of the adjacent buildings including the Grade II listed Town Hall to the north and former police station, library and school to the south**
 - d. Improves pedestrian and cycle links to Thornaby Road, Surtees Bridge, and A1130 Acklam Road.**

Reasoned Justification

- 11.53 Currently, Mandale Triangle accommodates commercial and light industrial units. It has a single vehicular access. The site faces the Grade II listed Thornaby Town Hall, and along George Street can be found further listed buildings; the police station, library and school. There are areas of soft landscaping, however, car parking, manoeuvring and access areas limit this.
- 11.54 The area has suffered from a decline in the environment dominated by unsympathetic commercial development, and severed from surrounding communities by the highway network. More recently there have been some encouraging signs that regeneration is taking place or proposed in the near future. These include the establishment of car sales and showroom, a fitness centre, the proposed renovation of Thornaby Town Hall, highway improvements as part of the improvement of the local bus network and proposed improvements for access to Thornaby Station.
- 11.55 Regeneration and Environment LDD Policy G3 sets out the key components that the Council expects will deliver the aspirations for the

Mandale Triangle. By encouraging landmark buildings in prominent locations and high quality urban design, making efficient use of unused buildings and land, improving linkages and thereby improving the vitality of the area and maximising opportunities for future investment, it is intended that a key gateway into Stockton will be re-vitalised and reinvigorated.

Sustainability Appraisal Summary

11.56 Policy G3 identifies an existing commercial area as a site to be redeveloped with a mix of uses. The policy has been assessed as being compatible with the majority of Sustainability Objectives and there were no instances of uncertainty or conflict.

Monitoring and Implementation

Monitoring Indicators	
New Indicator	Number of decisions consistent with the Development Masterplan
New Indicator	Installation of public plaza
New Indicator	Installation of public art
New Indicator	Completion of footpath and cycle links

Implementation Plan	
Agency	Implementation Framework
Stockton on Tees Borough Council	Regeneration and Environment LDD Supplementary Planning Documents/Guidance
Environment Agency	
British Waterways	
Highways Agency	
Statutory Undertakers	
Developers	
Landowners	
Tenants	

Boathouse Lane

Introduction

11.57 Boathouse Lane is a key element in the regeneration strategy for the riverside. It performs a dual role of regenerating an existing under-occupied and used, unsightly area close to Stockton Town Centre, whilst complementing and completing the transformation of the river corridor proposed for the Southern Gateway, Stockton Riverside, North Shore and the Green Blue Heart.

11.58 Development at Boathouse Lane is supported by Core Strategy Policy CS5 i) and seeks to improve the main approaches to Stockton Town

Centre, through creating new development opportunities and promoting environmental improvements.

Issues and Options Consultation

11.59 Boathouse Lane is listed as one of the Southern Gateway and Riverside Sites and for which a riverside Site Masterplan (2006) sought, in partnership with the private sector, regeneration of a number of key gateway sites to Stockton Town Centre; which would assist in the delivery of high quality commercial office space and riverside housing; enhancements to Riverside Road/Bridge Road junction to facilitate development; and provide a high quality architecture and public realm. No options are identified for the future of this site.

You Told Us

11.60 Whilst no options were consulted upon which directly related to Boathouse Lane, representations have been received which related to the site. One representation noted that whilst Map 3 identifies a number of regeneration areas in addition to the Eastern and Southern Gateway, the document remains silent with regard, amongst others, Boathouse Lane, and questions whether there are any issues and options relating to the site. Another questioned the capacity of the highways to accommodate development, the sustainability of sites selected where capacity issues dictate that a choice be made from those in the Southern and Riverside sites. In respect of Boathouse Lane, the representation is concerned that economic factors have not been taken into account in masterplanning and the requirement for an unaffordable marina at Boathouse Lane is cited to support this contention.

Policy G4 - Boathouse Lane

- 1. Land is allocated at Boathouse Lane for a mixed-use scheme, which may comprise housing and associated community facilities; Offices, Health and Education, Art and Cultural Facilities and landscaping.**
- 2. The Council will support developments that provide:**
 - Up to 400 homes**
 - A design and layout which allows for views to the River Tees**
 - Green linear corridors creating safe and direct links between the development and a riverside walkway**
 - Pedestrian and cycle path to Stockton Town Centre**
 - A cyclepath along the frontage to the River Tees**
 - A footpath and cyclepath connection to Chandlers Wharf and Bowesfield North**
 - A landscape buffer to the north of the site, along the frontage of the site to A135**
 - Boulevard planting and landscaping**

3. Where necessary, development will be expected to provide or make financial contributions to:
 - Education infrastructure
 - Improvement and provision of a riverside cycleway/footway and public transport infrastructure
4. The Council will support development which:
 - Enhances the site frontage to Bridge Road
 - Delivers buildings which respond to the scale and massing of adjacent Listed Buildings; Grade II and II* Ticket Office and Buildings on Bridge Road, and Grade II Victoria Bridge
 - Enhances biodiversity, riverside planting and habitat creation
 - Provides development which is a focal point in locations adjacent to the junction of the A135 and A66 and Bridge Road and the A135
 - Provides for a realignment of Teesdale Way
 - Provides angling platforms on the banks of the River Tees

Reasoned Justification

11.61 Boathouse Lane is an area of commercial and industrial development within the Core Area, and to the south east of Stockton Town Centre. It occupies a riverside location and forms one of a string of such sites along the River Tees; key to the Council's aspirations to maximise the potential of this natural asset.

11.62 The Boathouse Lane Planning and Design Brief Supplementary Planning Document was adopted in June 2006. This document set out the Council's aspirations for the area and was designed to assist in the area's comprehensive redevelopment. In identifying the character of the site, the document explained that the level of commercial and industrial activity on the site has been in decline for many years although a number of small businesses remain, and properties are generally outdated and require extensive maintenance, and land is often underused and in excess of the operators requirement. For the greater part, this assessment still holds true, although there are some long-standing operators on the site including Arriva Buses and Speedy Hire. Subsequently, a landmark building containing student accommodation has been erected within the site, adjacent to Victoria Bridge, and planning permission secured for residential development on a parcel of land adjacent to the river. The preferred draft policy therefore seeks to refresh, reinforce and support the Council's vision for the site, as expressed in the SPD.

11.63 Regeneration and Environment LDD Policy G4 seeks to secure those elements at Boathouse Lane that the Council consider essential to successful enhancement of the Southern Gateway and complement

other strategic sites along the river corridor including North Shore, the Stockton Riverside, Stockton Town Centre and the Green Blue Heart.

11.64 Small scale town centre uses will be considered against policy TC9

Sustainability Appraisal Summary

11.65 Policy G4 provides for the regeneration of a brownfield site within the Core Area with a mixed use scheme and includes environmental and infrastructure improvements. As a result, the policy is considered to be compatible with all of the Sustainability Objectives and there are no identified instances of conflict or uncertainty.

Monitoring and Implementation

Monitoring Indicators	
New Indicator	No of decisions consistent with the Boathouse Lane SPD
New Indicator	Completion of footpath and cycle links
New Indicator	Completion of footpath/cyclepath on the River Tees frontage
New Indicator	Installation of Sustainable Urban Drainage System
New Indicator	Installation of flood alleviation measures
New Indicator	Provision of a linear park
New Indicator	Provision of core open space/urban park
New Indicator	Provision of boulevard planting
New Indicator	Installation of public art

Implementation Plan	
Agency	Implementation Framework
Stockton on Tees Borough Council	Regeneration and Environment LDD Supplementary Planning Documents/Guidance
Environment Agency	
British Waterways	
Highways Agency	
Statutory Undertakers	
Developers	
Landowners	
Tenants	

Eastern Gateway

Introduction and Issues and Options

11.66 The Issues and Options document identified the Eastern Gateway as a longer-term project focused on the area linking North Shore to Stockton Town Centre, incorporating Church Road and car parks, Municipal Buildings and Splash. As the project is long term, no options were given, but saw an extension to Splash to increase the dry sports provision and a potential relocation of Municipal Buildings to create long-term commercial development opportunities that would strengthen linkages between North Shore and Stockton Town Centre.

You Told Us

11.67 The consultation generated four responses. One North East agreed with the issues highlighted and the Highways Agency reserved any comment until further details were known.

11.68 The North East Assembly (NEA) identified that this Gateway would enable links between North Shore and the town centre, and provides locations for commercial development. More generally, the NEA advised that a sequential approach to the identification of land and building should be adopted.

11.69 The North Shore Development Partnership Ltd considered that the approach is unsound as it does not consider all options, and to make it so would require that the car park to the rear of Splash is identified as a suitable location for a multi-storey car park, together with providing opportunities for expansion of the existing leisure centre.

Preferred Approach

11.70 This project as an individual entity has now been subsumed into the Town Centre and North Shore and is not intended that the Regeneration LDD address this as a separate site, but as part of Policy R2 - North Shore and TC1 - Stockton Town Centre Improvements.

Appendix 1: The Evidence Base

Evidence	Author / Produced by
Local Transport Plan 3: 2011 to 2016	Stockton Borough Council, March 2011
Wind Farm Development and Landscape Capacity Studies: East Durham Limestone and Tees Plain	Arup (on behalf of the North East Regional Assembly), August 2008.
Wind Farm Development and Landscape Capacity Studies: East Durham Limestone and Tees Plain. Addendum	Arup (on behalf of the Association of North East Councils), October 2009
Stockton Renewables Study: Wind Study	Arup (on behalf of Stockton Borough Council), October 2009
A District Heating Utility for the Tees Valley: A Strategic Framework	Parsons Brinkerhoff (on behalf Tees Valley authorities), November 2010
A District Heating Utility for the Tees Valley: Study into the strategic use of waste heat and supply of private sector customers	Parsons Brinkerhoff (on behalf of the Tees Valley authorities), May 2011
Use of land at Seal Sands and North Tees by birds of the Special Protection Area (draft)	Inca (on behalf of Stockton Borough Council and Tees Valley Unlimited), December 2011.
Employment Land Review	Nathaniel Lichfield & Partners (on behalf of Stockton Borough Council), December 2007
Stockton Town Centre Study	Nathaniel Lichfield and Partners (on behalf of Stockton Borough Council), March 2009
Stockton and Middlesbrough Joint Retail Study	Nathaniel Lichfield and Partners and white Young Green (on behalf of Stockton and Middlesbrough Councils), 2008
Stockton Retail Update	Nathaniel Lichfield and Partners (on behalf of Stockton Borough Council), 2010
Stockton Town Centre Prospectus	Stockton Borough Council, 2011
PPG 17 Assessment	Stockton Borough Council, January 2010
Playing Pitch Strategy	Stockton Borough Council, 2011
Cemeteries 5 Year Improvement Plan	Stockton Borough Council, 2005
Strategic Housing Land Availability Assessment 2011	Stockton-on-Tees Borough Council, February 2012
Strategic Housing Market Assessment 2012	Joint Tees Valley Study, April 2012
Rural Housing Needs Assessment	Arc4 (on behalf of Stockton Borough Council), March 2010
Economic Viability of Affordable Housing Requirements	Arc4, Rider Levett Bucknall and GVA Grimley (on behalf of Stockton Borough Council), February 2009
Student Accommodation Study	Stockton Borough Council, 2008
Yarm Road Gateway: Residential Development Brief	Stockton Borough Council, March 2011
Local Wildlife Studies and justification	The Tees Valley Biodiversity Action Group, January 2010

Tees Valley Biodiversity Action Plan	
Landscape Character Assessment and Capacity Study	White Young Green (on behalf of Stockton Borough Council), July 2011
Open Space Audit and updates	Stockton Borough Council
Tees Heritage Park visioning documents	Friends of Tees Heritage Park
Tees Valley Green Infrastructure Strategy	Tees Valley Joint Strategy Unit, 2008
Stockton-on-Tees Green Infrastructure Strategy	Stockton Borough Council, November 2011
Stockton-on-Tees Green Infrastructure Delivery Plan	Stockton Borough Council, March 2012 (published for consultation).
Supplementary Planning Document 4: Conservation and Historic Environment Folder	Stockton Borough Council, January 2006
Draft Historic Landscape Character Assessment	Tees Archaeology
Stockton Heritage Strategy	Stockton Borough Council 2011
Strategic Flood Risk Assessment	Stockton-on-Tees Borough Council, June 2010
Green Blue Heart Plan	LDA Design (on behalf of the Stockton-Middlesbrough Initiative), August 2007

Appendix 2: Adopted Local Plan policies to be replaced by Regeneration and Environment LDD Policies

Local Plan Policies	Regeneration and Environment LDD Policies
Policy EN13	Policy SP3
Policy EN16 & EN17	Policy RG1
Policies EN36, 37, 38, 39, 40	Policy EMP6
Policy EN42	Policy SL2
Policy IN1	Policy EMP1
Policy IN2	Policy EMP1
Policy IN3	Policy EMP6
Policy IN4	Policy EMP3
Policy HO1	Policy H1
Policy ED4	Policy PF6
Policy REC1	Policy PF1 & ENV2
Policy REC11	Policy T1
Policy REC16	Policy PF3
Policy REC20 & REC 21	Policy T1
Policy TR4	Policy T1
Policy TR8	Policy T2 & T3
Policy TR21	Policy EMP7
Policy S2	Policy TC4
Policy S4 & S5	Policy TC3
Policy S6	Policy TC4
Policy S7	Policy TC6
Policy S8	Policy TC6
Policy S9	Policy TC6
Policy S10	Policy TC7 & TC8
Policy S11	Policy TC8
Policy S13	Policy TC2 & TC6
Policy S14	Policy TC9
Policy S15	Policy TC7
Policy S17	Policy TC7
Policy S18	Policy ENV7
Policy EN4	Policy ENV3
Policy EN7	Policy ENV5
Policy EN8	Policy ENV3
Policy EN20	Policy ENV6

Appendix 3: The Hierarchy of Sustainability in the Planning the Future of Rural Villages in Stockton-on-Tees Borough 2012 Update Report.

	Village	Sustainability Score
Tier 1 (40 points plus)	Stillington	41
Tier 2 (30 to 39 points)	Long Newton	36
	Carlton	33
	Wolviston	31
	Kirklevington	30
	Maltby	30
Tier 3 (25 to 29 points)	Redmarshall	29
	Hilton	28
	Thorpe Thewles	28
	Elton	28
Tier 4 (24 points and less)	Whitton	22
	Wynyard	22
	Cowpen Bewley	20
	Aislaby	13

Appendix 4: Housing Viability Guidance Note

1. The 'robust justification' required for affordable housing provision at a lower rate or a different tenure mix than the requirement stated in Regeneration and Environment LDD Policy H3.
2. Policy H3 states that affordable housing provision within a target range of 15-20% of dwellings will be required on schemes of 15 dwellings or more and on developments of 0.5 hectares or more. The Policy requires any development proposal where affordable housing is proposed at a rate lower than the standard target or with a tenure mix different from the standard target (30% intermediate and 70% affordable rented) to be supported by a financial appraisal, which the Council will arrange to have independently assessed (an agent or consultant selected by but independent of the Council).
3. The appraisal of viability will be based on the Residual Land Value. The Residual Land Value has been taken as the sum remaining out of the gross value of sales after deducting build costs etc and after deducting a profit of 15% of the gross value of sales to be retained by the developer.

Gross Development Value Calculation

- Gross sales (number of units x sales value per unit) value = A
 - Development costs (build costs, fees, finance, planning gain (excluding affordable housing), etc) = B
 - Minimum development profit (benchmarked at 15% of sales value) = C
 - Residual Land Value (gross sales value – development costs – profit –) = D
 - $A - (B + C) = D$ (the amount representing Residual Land Value and prior to netting off affordable housing costs)
4. If the above calculation shows that the scheme is viable without taking affordable housing provision into account, then the cost of providing affordable housing at a rate of 20% and with a tenure mix of 30% intermediate and 70% affordable rented tenures should be factored in. If this results in the scheme becoming economically unviable then the cost of providing affordable housing at a rate of 15% and with a tenure mix of 30% intermediate and 70% affordable rented tenures should be factored in.
 5. The scheme will be deemed to be viable if the Residual Land Value (D) is sufficient to meet the costs to the developer of providing the requisite percentage of the dwellings as affordable housing, including meeting the reduction in Gross Sales Value, and to meet all other S.106 contributions

required for the scheme which are of a higher priority to the Council than affordable housing.

6. It will be noted that site acquisition costs are not referenced in the viability calculation, as, in this approach, the Residual Land Value calculation is net of both affordable housing costs and of site acquisition costs. Having arrived at the Residual Land Value calculation the developer is able to calculate firstly whether the affordable housing is viable and then secondly (assuming the answer to the first calculation is positive) the remaining finance available for acquiring the site. This means that the site acquisition costs will have taken into account any abnormal development costs or remediation costs that would have to be incurred by a developer to bring the land up to a developable standard and that the reduced sales value of affordable units (in comparison to market housing) will have been factored in.

Information Requirements

Detailed scheme information

7. The financial appraisal will determine the percentage of affordable housing to be provided overall on the site. The initial tenure mix in terms of intermediate tenure and socially rented tenures will then be apportioned as a percentage of the total number of dwellings to be provided on a site-by-site basis. The tenure mix may be varied from that outlined in the policy only if the financial appraisal supports the requirement to review the tenure mix to make the development, with affordable housing, viable. The mix of units (1bed, 2 bed, etc) will then be apportioned by percentage to generate a schedule of accommodation.

Dwelling Sales Prices and Land Values

8. The value to be attributed to the private dwelling sale prices shall be based upon valuation evidence to be supplied to the Council. Unless otherwise agreed with the local authority this shall be in the form of certified valuations from local RICS qualified surveyors and include evidence for comparable sites near the area of development.
9. The value of the intermediate affordable housing market prices to be taken into account shall be taken to be the actual price to be offered by the Registered Provider (RP). Stockton Borough Council's Housing Strategy team will input a value if this is information not available at this stage. If this value is disputed then it will be valued independently.
10. The value of the affordable rented affordable housing accommodation shall be taken to be the actual price to be offered by the RP. Stockton Borough Council's Housing Strategy team will input a value if this is information not available at this stage. If this value is disputed then it will be valued independently.

Development Costs

Building Costs

11. The Building costs should not exceed the current rates published by the BCIS for New Build units in the appropriate categories and adjusted for Location factor. If the Building costs for the development exceed the BCIS rates, then the developer will be required to provide written evidence to justify the increased costs. The rates are based on Gross Internal Floor Area (RICS definition) and exclude external works and contingencies; these should be costed and added separately within the calculation.

Other Costs

12. The developer will be required to provide written evidence for site infrastructure costs / external works i.e. roads, sewers, services, landscaping etc.

Legal Fees

13. These should reflect the charging rates of local Solicitors and Conveyancers.

Sale Fees

14. These should reflect the charging rates of local Agents (although it is recognised that larger house builders may provide this service in-house).

Professional Fees

15. Where relevant, these can include Architect, Quantity Surveyor, Structural Engineer, Mechanical and/or Electrical Engineer, Project Manager, CDM Management, and other necessary consultants. Evidence should be provided.

Cost of Finance

16. For most developments, a rate of 2% above Bank of England Base Rate is expected but developers unable to borrow at this level should provide evidence of the actual rate applicable.

Development Period

17. It is accepted that this will vary from project to project, a reasonable and realistic estimate should be provided.

Contingency

18. The more complex the project, the more likely it is that there will be difficulties or delays. Therefore, contingencies should be calculated at between 2% and 5% of total costs (i.e. building costs, ancillaries and professional fees) depending on the complexity of the development, on the basis that other abnormal costs will be separately identified and reflected in other parts of the calculation.

Developer's Gross Margin % of GDV

19. A typical margin in the region of 15% of gross sales values is expected. However, higher/lower profit levels may be appropriate depending on the

nature of the project and the risk/reward scenario. If more than 15% minimum development profit is to be built into the financial appraisal the developer shall be required to provide written justification for this.

Abnormal Costs

20. Standard development costs such as demolition works, landscaping, noise bunds, archaeological and ecological surveys, drainage and flood prevention measures, noise and other environmental attenuation, and appropriate infrastructure provision, which may include highway and public transport measures, will not usually be considered abnormal site costs. In the event that a developer considers that abnormal development costs have been incurred, it will be the responsibility of the applicant to demonstrate how the costs have been derived. A site investigation report, remediation statement, detailed drawings and calculations of how the abnormal costs have been derived must be submitted with the application.

S.106 Contributions

21. The Developer will be required to provide written evidence for any agreed S.106 contributions including the amount.

Development Programme

22. A full development programme/cash flow including build period, sales programme and timing of section 106 payments/contributions etc should be submitted.

Appendix 5: Local List Buildings

Eaglescliffe

- Copsewood, The Avenue
- Kirklands, The Avenue.
- Southlands & Southlands Cottage, The Avenue.
- Castelow Cottage, The Avenue.
- Hungerford Cottage, The Avenue
- North Lodge, The Avenue.
- South Lodge, The Avenue.
- 16 Teesbank Avenue
- Claireville Hotel, 517 -519 Yarm Road.
- Trinity Methodist Church, Witham Avenue.
- 2 Ashville Avenue
- 4 Ashville Avenue
- 6 Ashville Avenue
- 8 Ashville Avenue
- 10 Ashville Avenue
- Riverdale Grange, 26 Ashville Avenue.

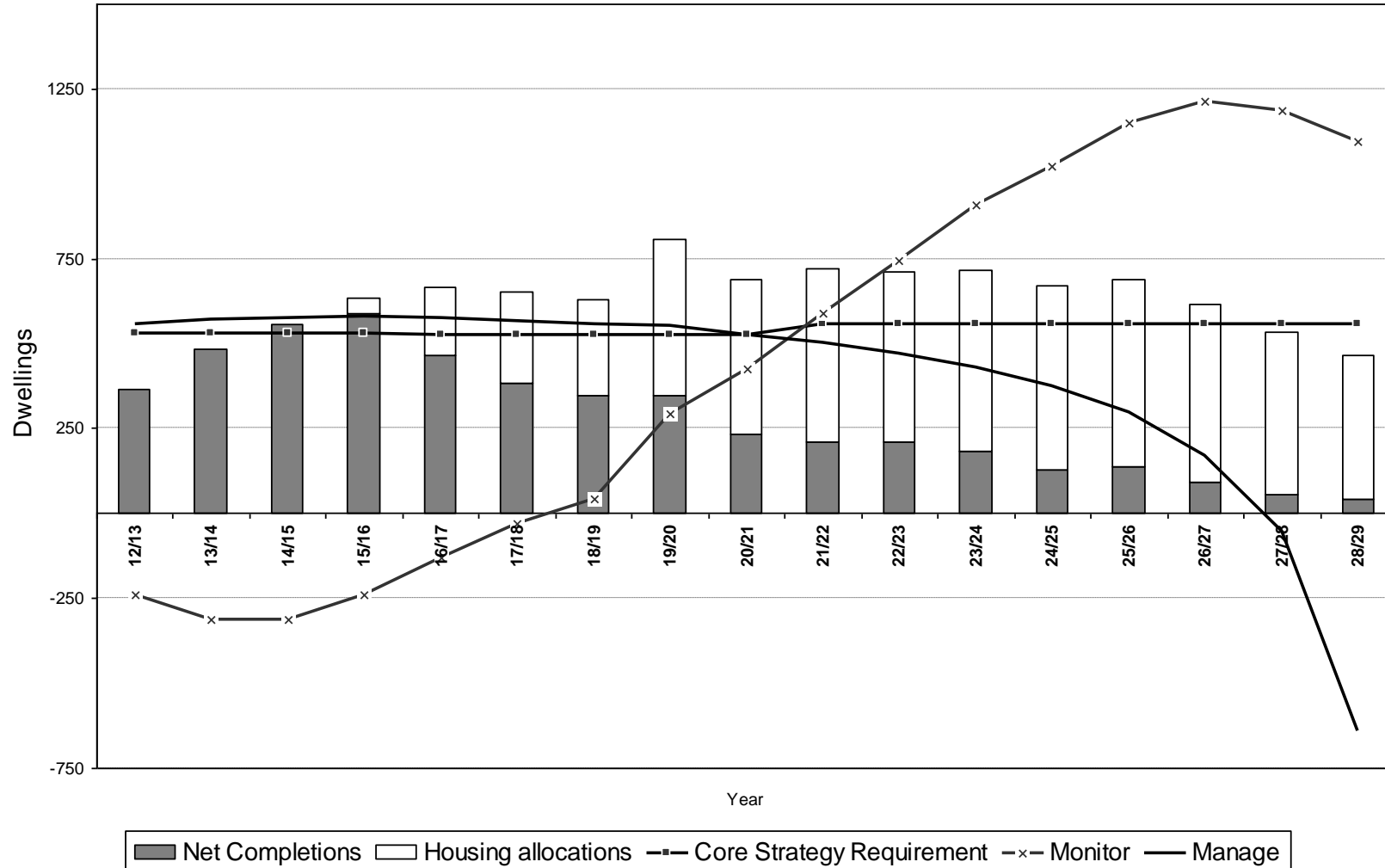
Norton

- 24 Junction Road.
- 26 Junction Road
- 38 Junction Road.
- 66/68 Junction Road.

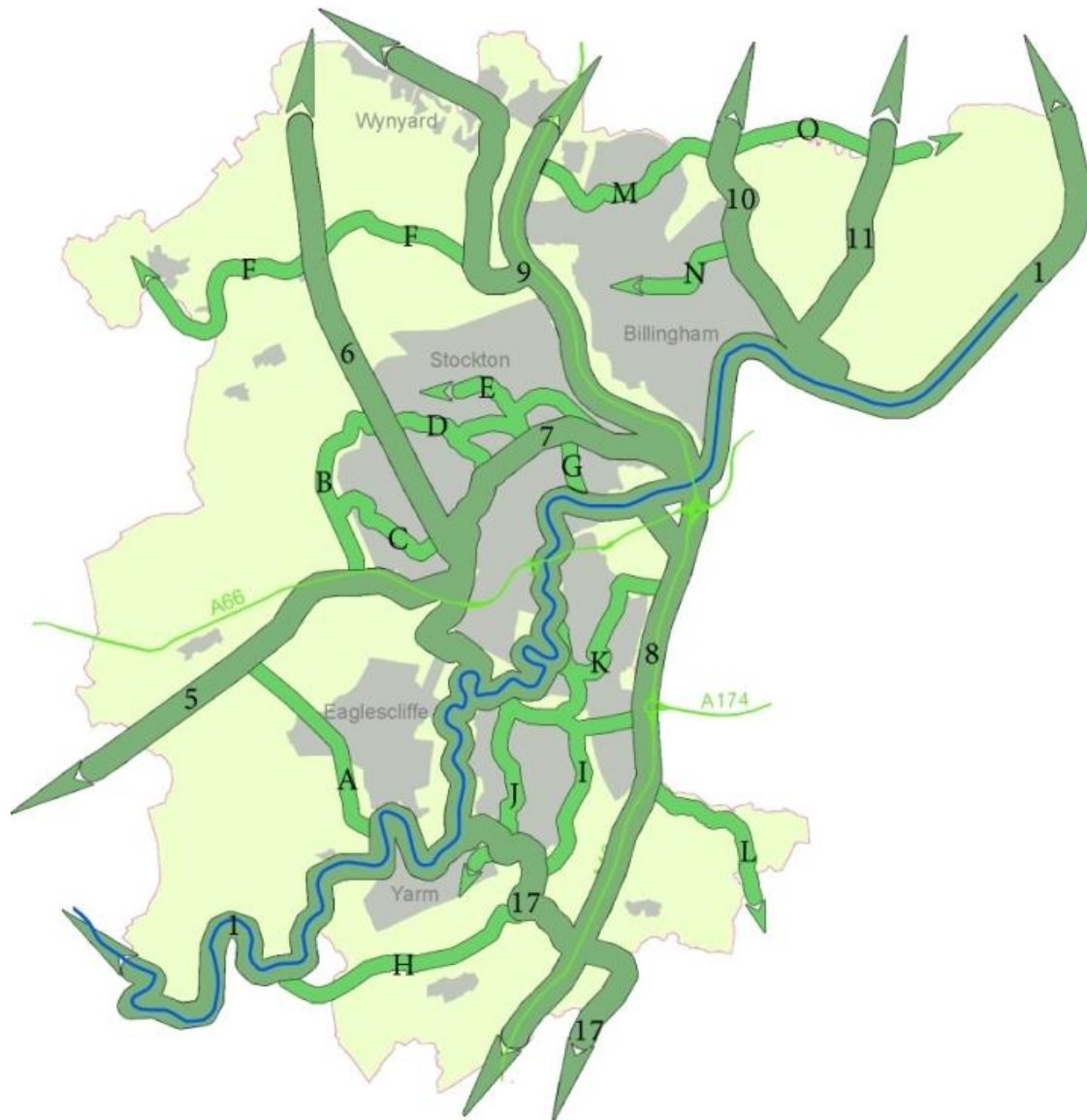
Yarm

- 15 Leven Road.
- The White House, The Spital.

Appendix 6 Housing Trajectory



Appendix 7: Stockton-on-Tees Borough Green Infrastructure Network



Primary Corridors		Secondary Corridors	
1	River Tees	A	River Tees to Coatham Wood
5	Stockton, A66/A67 corridor to Darlington	B	West Stockton
6	Preston-on-Tees, Hartburn, Fairfield, Bishopsgarth to Wynyard	C	Greenvale to Oxbridge
7	Hartburn to Lustrum Beck to River Tees	D	Hardwick Dene to Lustrum Beck
8	Stainsby Beck Valley	E	Roseworth to Stockton and Norton
9	Billingham Beck Valley to Wynyard	F	Thorpe Beck to Stillington
10	Saltholme to Cowpen Bewley and Hartlepool	G	Northshore to Lustrum Beck
11	Saltholme to Hartlepool Coast	H	Saltergill to Leven Bridge
17	River Leven Corridor	I	Bassleton Beck, Thornaby Wood to A174
		J	River Tees to Ingleby Barwick and Yarm
		K	Old River Tees to Thornaby Green
		L	Maltby Beck
		M	Cowbridge Beck
		N	Charlton's Pond and East Billingham
		O	Teesmouth and Greatham Creek